

Port of Clarkston Parks and Recreation Plan

June 2010



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SECTION 1: INTRODUCTION

MISSION STATEMENT

It is the mission of the Port of Clarkston to fully use its statutory authority to:

- Deliver property, facilities, and infrastructure that encourage private investment, create wealth for constituents, create family wage jobs, diversify and stabilize the local economy, and create a sustainable environment;
- Play a leadership role in ensuring that waterfronts are vibrant, active centerpieces for the communities in the locality and partner on improving other tourism and recreation opportunities;
- Preserve and better the quality of life for the citizens of Asotin County.

RECREATIONAL VISION

In the context of achieving economic development goals, the Port of Clarkston also works in partnership with the community to provide appropriate public recreational amenities.

CORE VALUES

The Port of Clarkston recognizes these core values, beliefs, attitudes and behavior: personal safety, sense of community/neighborliness, good health, financial security, having control over essential needs, having time/saving time, the importance of children and families, the importance of helping people in need, intergenerational responsibility, and the expression of values.

OVERVIEW

The geographical jurisdiction of the Port of Clarkston is Asotin County. The Port of Clarkston was created in 1958 to improve employment in Asotin County. The Port's primary mandate is job creation. Creating and maintaining recreational facilities, while secondary, is important as well. Since 2004, the Port has been operating under a parks and recreation plan accepted by the Recreation and Conservation Office that was essentially the Port of Clarkston's Comprehensive Plan required under Chapter 53 of the Revised Code of Washington (RCW 53.20.10) as a legal framework for Port operations.

The Port's Comprehensive Plan was created in 2001 and updated in 2004 and 2005. The parks and recreation component did not provide a lot of detail. Therefore, this Parks and Recreation Plan began as a stand-alone report, rather than an update of the previous plan. It is anticipated that this plan will become a guideline to Port recreation projects, referenced in the next revision of the Port of Clarkston Comprehensive Plan to be completed within the next 18 months.

Because the Port of Clarkston and Asotin County share the same jurisdictional boundaries, the Port has relied heavily on the Asotin County Parks and Recreation Plan adopted March 2007.

PURPOSE OF THIS PLAN

Parks and recreation services contribute to our landscape, our health, our community and our overall quality of life. Resources are needed to provide parks and recreation services, and because the Port's resources are limited, the Port must plan ahead for their use.

The purpose of this Plan is to provide a tool for existing and future public officials, staff and private citizens to plan for future recreational needs of the properties within the Port of Clarkston's jurisdiction. Development of recreational potential by the Port will result in progress on its overall mission, with primary focus on the quality of life component. Recreational projects undertaken by the Port will preserve and enhance the quality of life that makes Asotin County a special place to live, work, and visit.

This Plan offers an inventory of existing parks and recreation facilities and programs throughout Asotin County, discussion of key issues—primarily those on which the Port would most logically take leadership roles, and recommendations involving those facets of public access and enjoyment of the natural environment that are in keeping with the Port's overall mission.

The specific elements of this Plan include:

- Goals (broad statements of intent),
- Objectives (measures that describe when these intents will be attained),
- An Inventory of facilities, lands, programs and their conditions,
- A description of the Public Involvement process used to create this plan,
- An assessment of the community's recreation and facilities needs that are within the Port's jurisdiction, including:
 - Summaries of the public feedback received
 - Discussion of specific projects requiring Port leadership
 - Prioritization of the projects
 - An explanation of criteria used to prioritize projects
 - Discussion of projects that would require community partnership,
- Capital Improvement Programs, and,
- Evidence of formal adoption of this Plan by the Port of Clarkston.

PLANNING PROCESS

Overview: The Port of Clarkston tapped its standing Planning and Architectural Committee to guide the development of this Plan. There are currently six community volunteers of varied backgrounds who serve on this committee: Don McQuary, Jill Eckberg, Art Seamans, Corrie Rosetti, Gary Budd, and Dick Flerchinger. They have provided input to and assisted in obtaining public feedback and have reviewed and approved the report presented to the Port of Clarkston for adoption.

Port staff provided support to the Planning and Architectural Committee throughout this process, up to and including drafting the final report.

Public Involvement: The general public was invited to participate through the following:

- **On-line surveys** distributed using Survey Monkey, with invitations issued through 8 periodically scheduled newspaper ads distributed over a period of one month, plus on-going advertisement for Port's website in the "Sightings on the Web" monthly community publication.
- **Written surveys** stuffed into water bills distributed by the City of Asotin and Asotin County PUD (over 7,000 written surveys distributed); respondents then returned the completed surveys when they paid their bills.
- **On-site Surveys** completed at Clarkston's May 5 Alive After Five, (a monthly street fair) where staff were available for discussion or to answer questions.
- **Public hearings:** Participation at either of the two advertised public hearings conducted by Port officials on May 6, 2010 and June 9, 2010.

A full copy of the analytical report and a report listing anonymous comments, along with exact survey questions, are included in Appendix A. Appendix C documents the opportunities for public involvement.

On-going Feedback: The Port invites feedback from the general public on an on-going basis. The three-member Board of Commissioners meets each month. The meetings are publicized and open to the public. A standing meeting agenda item is "Comments from the Public."

COMMUNITY PROFILE

Asotin County¹ is located in the farthest southeast corner of the State of Washington and shares a boundary with Idaho on the east side and with Oregon on the south side.



The entire eastern and half of the northern boundaries of Asotin County are defined by the Snake River. What is unusual about Clarkston is that it provides year-round urban access to the Snake River. Access to the Snake River is difficult. The major roadway, Highway 12, touches the Snake River where it empties into the Columbia River at Burbank, WA, but going east does not again connect with the Snake River until Chief Timothy Island near Clarkston. Outside of Asotin County, some recreational amenities exist along the Snake, but they are in remote, unpopulated locations.

¹ The Port of Clarkston's jurisdictional boundary is identical to the geographical boundaries of Asotin County.



The Snake River takes a turn at the northeast corner of Asotin County and then continues for 18 miles south to Rogersburg, providing recreationists with river access first along Highway 129 to Asotin, and then along Snake River Road.



Demographic data relating to residents of Asotin County are located at the present time in Appendix B. This data will later be located in the larger Port of Clarkston Comprehensive Plan, to which this report will be appended.

The population of the county, according to regional economist Kathryn Tacke, in 2008 was 21,420. The county, including the incorporated cities of Asotin and Clarkston, was identified in the 2000 census as a Metropolitan Statistical Area, when combined with the City of Lewiston and Nez Perce County. Asotin County, however, has not met the population requirements of Washington State's Growth Management Act (GMA), and "opted out" for GMA planning purposes.

SECTION 2: DEMAND AND NEEDS ASSESSMENT

INTRODUCTION:

There is no exact science for determining the level of need for parks and recreation services. Some park standards were identified by Asotin County and are discussed below. The Port's role in satisfying the demand and meeting the community's needs are limited because those activities must take place within the Port District mandates for Washington State, defined in Chapter 53 of the Revised Code of Washington.

As a result, the survey instrument was designed to gather information on projects for which the Port of Clarkston would have 100% responsibility. Feedback was not limited however, to just those questions, because survey respondents were encouraged to make comments in open ended questions, and they did so.

This Section is organized into a summary of the feedback received on the scored portion of the survey, a comparison of the existing inventory to the National Recreation and Parks Standards used by Asotin County in its Parks and Recreation Plan (to assure consistency for what is essentially the same community), and lastly a listing of the comments on the open-ended questions of the survey.

SURVEY FEEDBACK:

The Port received 529 responses to its on-line, on-site, and mailed out surveys. The following describes conclusions and actual scoring of projects. Appendix A provides significant details regarding the results of the survey.

Summary of Conclusions:

- Whether using the straight rankings or analyzing by removing the neutral responses, the results are the same. People scored Questions 1 - 7 in descending order. The only issue more people disagreed upon than agreed upon was not recreational but a larger planning issue (residential development near the riverfront).
- 1) the riverfront).
 - 2) Projects listed on the survey broke out into two categories:
 - a) Those near the waterfront (which included park, path lighting, more sidewalks and bike paths) scored consistently high.
 - b) The project off the waterfront, while still approved by respondents, scored less well, and deserves a lower assignment of priority.
 - 3) 95.5% of the respondents reside in Asotin County.
 - 4) 94.8% of the respondents come near the waterfront regularly.
74.6% of the respondents engage in active (recreational) activities while near the waterfront.
 - 5) Of those engaging in active activities, walking is most popular, followed by
 - 6) bicycling.

	Strongly Agree+Agree	Disagree+Strongly Disagree	Difference	Rating Average
#1	67.0	1.9		
Public	16.2	6.7		
access	83.2	8.6	74.6	4.35
#2	51.7	5.7		
Balance	21.4	7.0		
access w	73.1	12.7	60.4	4.05
ED				
#3	38.5	5.6		
Granite	24.7	10.3		
Lake Park	63.2	15.9	47.3	3.75
#4	43.4	6.9		
Sidewalks	20.1	12.7		
&	63.5	19.6	43.9	3.75
bike paths				
#5	39.5	6.8		
Lighting	23.0	11.2		
pathway	62.5	18.0	44.5	3.73
#6	28.2	11.8		
Business	17.5	19.8		
park trail	45.7	31.6	14.1	3.23
#7	21.7	13.8		
Residences	13.4	32.6		
near river	35.1	46.4	-11.3	2.78

See Appendix A for tally of survey responses

Project-wise, three projects essentially tied with regard to raw scoring. Additional analysis resulted in them ultimately being prioritized as follows:

1. Continue to improve Granite Lake Public Park including retaining wall viewpoints, interpretive panels, path upgrades, landscaping and lighting throughout the park.
2. Provide outdoor lamp lighting along the existing greenbelt east to link park and green spaces.
3. Extend sidewalks and bike paths along Port Way and Port Drive.

A fourth project was also supported by the survey: Design and construct a

recreational trail within the Port's new sustainable business park.



PARK HIERARCHY & STANDARDS – FRAMEWORK FOR NEEDS IDENTIFICATION

The following definitions and standards have been recognized by Asotin County in its parks and recreation plan adopted in 2007. For consistency, the Port of Clarkston has adopted the same definition and standards. Therefore, the following is extracted from the Asotin County Parks and Recreation Plan.

The park system, although owned and managed by various entities, can be classified into a hierarchy. The classification for this hierarchy is based upon the following:

1. The area of community served
2. The size of the park and/or facility
3. The type of recreation facilities provided within the park

The classification delineates the parks into the following types: regional parks, community parks, neighborhood parks, and special use areas.

A **regional park** is designed to serve the recreational needs of the entire county and environs, typically exceeds 100 acres in area, and offers a diversity of facilities, and possibly activities, intended to serve a broad spectrum of the public.

A **community park** is designed to serve the recreational needs of a city, ranges in size from 5 to 20 acres, and contains facilities too costly to provide within a neighborhood park, but are desirable to have somewhere in the community.

A **neighborhood park** is designed to serve the recreational needs of an individual neighborhood, is usually less than five acres in size, is central to the area served and should be located no further than a half mile from any home in the neighborhood, and contains playgrounds and open space for children and passive areas for adults.

A **special use area** is designed to serve specific and limited recreational needs, will vary in size and location depending upon the special use, and contains limited-use facilities, such as golf courses, ball field complexes and special hiking, biking or horse trails.

Parks Standards

Classification	Acres 1,000 people	Size Range	Population Served
Regional Parks	5.0	100+ acres	1 for each 50,000
Community Parks	2.5	20-100 acres	10,000 - 50,000
Neighborhood Parks	2.5	5-20 acres	2,000 - 10,000
Special Use Area	No set standards		

This classification of parks serves four purposes:

1. Recognizes that different parks serve different purposes.
2. Serves as an analytical tool to measure each park according to the purpose it should serve.
3. Helps guide the location of parks needed in the future.
4. Guides the type of user activity within specific existing or proposed parks.

INVENTORY OF EXISTING FACILITIES

The table below provides an inventory of the recreational facilities in Asotin County. The listing includes public parks, school grounds and quasi-public facilities. The school grounds are included as they function as de facto neighborhood parks in many areas. Examples of the quasi-public facility are golf courses and privately-owned facilities which provides a unique recreational opportunity for the paying public.

Public Facilities: Parks

Facility	Type Recreation	Owner/Maintainer	Acreage
Beachview	Open space, 3 covered picnic areas, tables, grills, water fountains, children's playground, skate park, volleyball court, 1/2 basketball court, lights	Clarkston	6.2 acres
Chestnut Beach	Restrooms, lights, swim beach, picnic area, view benches	Army Corps of Engineers	Part of greenbelt
Swallows Nest	Open areas, rest rooms, bike/hike path, volleyball court, gazebo, picnic tables/grills, lagoon, boat ramp, phones	Army Corps of Engineers	84 acres
Vernon	Open space, picnic tables, restrooms, play equipment	Clarkston	2.2 acres
Foster	Open space, playground equipment, restrooms	Clarkston	.76 acres
Arnold	Open space, playground equipment, ball field, 2 tennis courts	Clarkston	2.8 acres
Gateway	Open space, picnic tables	Clarkston	.3 acres
Granite Lake	Open space, restrooms, covered picnic tables, paths, recreational dock, interpretive garden	Port of Clarkston leased from Corps	6.7 acres
Asotin Creek	Open space, picnic shelters, gazebo, playground equipment, restrooms, horseshoe courts	City of Asotin, leased from Corps	1.9 acres
Hells Canyon Marina	Boat launch, long & short term boat moorage, fuel, pump station clean-out, tenant building	Corps to Port to private party	15.3 acres (includes underwater acreage)
Justice Memorial	Open space	Clarkston	.3 acres
Greenbelt Trail	Open space, bike/hike paths	Army Corps of Engineers	unknown
Chief Looking Glass	Open space, picnic tables, basketball court, volleyball, 2 tennis courts, defunct marina & boat launch (sedimentation issues)	City of Asotin, leased from Corps	5 acres
Headgate Park	Open Space	Asotin County	5.6 acres
Chief Timothy Park	Open space, RV parking, boat launch, beach, picnic shelters, restrooms	Private lease from Corps	282 acres
Field Springs State Park	Skiing, sledding, picnic areas	WA State Parks	800 acres

Public Facilities: Schools

Facility	Type Recreation	Owner/Maintainer	Acreage
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Clarkston High	Baseball & football fields, track, 7 tennis courts, gym, auditorium	Clarkston School District	8 acres
Lincoln Middle	Football/soccer field, track, 2 softball fields, gym, batting area, outdoor lights	Clarkston School District	10.0 acres
Grantham Elementary	Playfield, ball field, playground equipment, multi-purpose rooms	Clarkston School District	4.4 acres
Parkway Elementary	Same as above	Clarkston School District	4.4 acres
Heights Elementary	Same as above	Clarkston School District	4.3 acres
Highland Elementary	Same as above plus 4 ball fields	Clarkston School District	7 acres
Holy Family Elementary	Multi-purpose room, playground equipment, basketball half-courts	Catholic Diocese	2.7 acres
Asotin High	Football field, track, 4 ball fields, gym	Asotin-Anatone School District	17.8 acres
Asotin Elementary	Playground, multi-purpose room	Asotin-Anatone School District	1.1 acres

Public Facilities: Miscellaneous

Facility	Type Recreation	Owner/Maintainer	Acreage
Asotin County Aquatic Center	Indoor/outdoor pools, weight room, meeting rooms	Asotin County	7 acres
Grande Ronde Boat Launch	Open space, boat launch	Bureau of Land Management	7.5 acres
Greenbelt Ramp	Open space, picnic tables, boat launch	Army Corps of Engineers	2.8 acres
Buffalo Eddy Interpretive Site	Petroglyphs, walking path	National Park Service	4.4 acres
Asotin County Library	Meeting room, computers, lending library, readings	Asotin County	.4 acres
Asotin County Branch Library	Lending library	Asotin County	1 acre
Asotin County Fairgrounds	Exhibit buildings, rodeo arena	Asotin County	15.2 acres

Quasi-Public Facilities (Privately-owned, public pays to use)

Facility	Type Recreation	Owner/Maintainer	Acreage
Clarkston Golf & Country Club	18-hole golf course, swim pool, pro shop, putting green	Clarkston Golf & County Club	56.2 acres
Quail Ridge Golf Course	18-hole golf course	Private ownership	114 acres
Gateway Golf Center	Driving range, putting course	Army Corps leased to Port leased to private party	4.2 acres
Bridge Street Connection	Bowling lanes, mini-golf course, casino, café, arcade	Private ownership	6.2 acres
Pautler Senior Center	Lunch programs, meeting rooms, tax help	Membership	.4 acres

Asotin County Gerontology Center	Varied programs	Membership	.2 acres
Clarkston Heights Grange Hall	Rental: auditorium, kitchen, computer room, meeting room, restrooms.	Clarkston Heights Grange	1.2 acres
Valley Boys & Girls Club (18 yrs & under)	Gym, game room, computer lab, playground	Boys & Girls Clubs	5 acres
Granite Lake RV Park	RV rental parking	Corps leases to Port who leases to private party	8.1 acres
Bridge Street RV Park	RV rental parking	Private ownership	unknown
Hells Canyon RV Park	RV rental parking, swimming pool, laundry amenities	Private ownership	5 acres
Hells Canyon Marina	Boat launch, long & short term boat moorage, fuel, pump station clean-out, tenant building	Corps to Port to private party	15.3 acres (includes underwater acreage)

A comparison of existing inventory to facility standards resulted in these findings:

Facility Standards & Deficiencies

Facility	Recommended Minimum Standards	Number Existing	Existing Facility Capacity	# Needed to meet Standards
Baseball fields	1 per 5,000 people	6	30,000	0
Softball fields	1 per 5,000 people	11	55,000	0
Soccer fields	1 per 10,000 people	2	20,000	1
Playfields	1.5 acres per 1,000	135	90,000	0
Playgrounds	1 per 3,000 people	11	33,000	0
Picnic Areas	1 per 2,000 people	11	22,000	0
Tennis Courts	1 per 2,000 people	15	30,000	0
Recreation Center	1 per 25,000 people	1	25,000	0
Swimming pool	1 per 10,000 people	3 (indoor & outdoor)	30,000	0
Walk/bike paths	1 mile per 2,000 people	9	18,400	1.5
Boat launch	N/A	3	N/A	N/A
Long & short term boat moorage	N/A	48	N/A	N/A

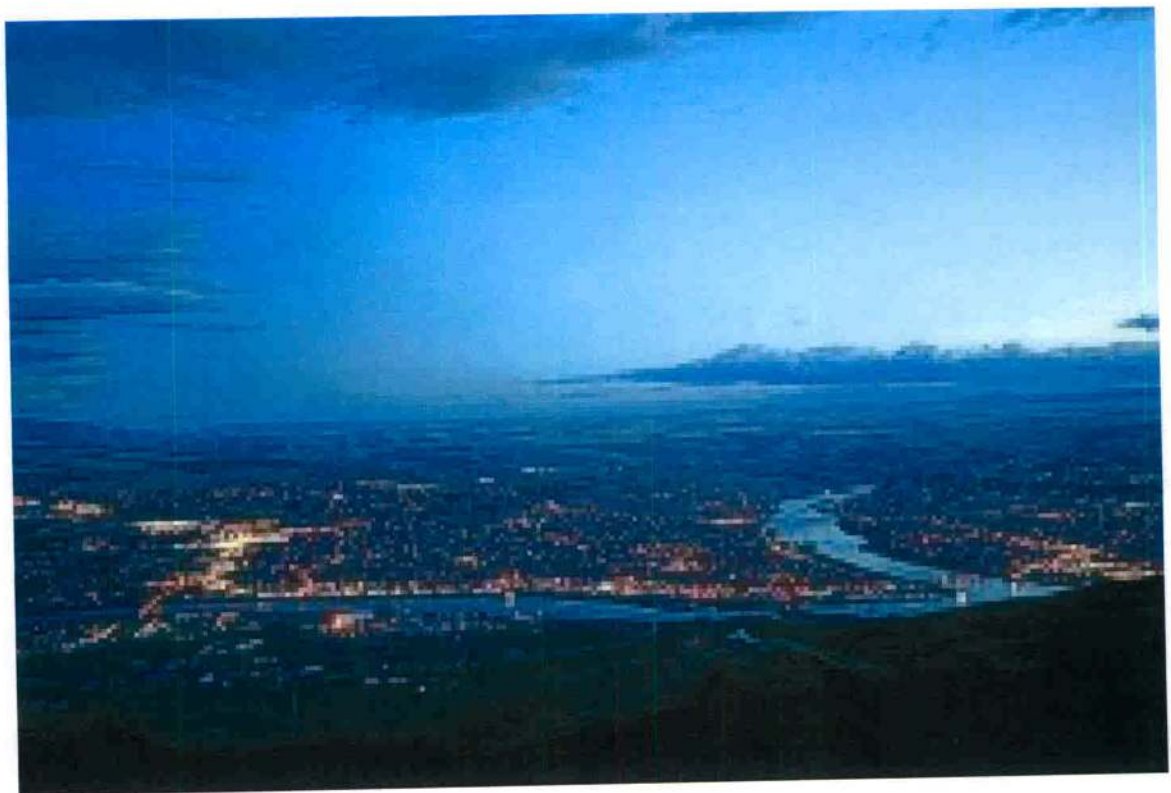
NOTE: The percentage of boat owners in Asotin County is higher than the percentage of boat owners in the average population in the State of Washington.

This chart indicates that no additional playfields are necessary. However, the existing ones are not evenly distributed. Many residential areas are not served by any recreational facilities or neighborhood parks. Although the above table does indicate an adequate amount of playground facilities, it does not recognize the deficiencies of neighborhood parks in the Port of Clarkston Parks and Recreation Plan – 6-9-2010

Clarkston Heights. Using the ½ mile proximity radius for neighborhood parks, the Recreational Service Area map indicates the need for five additional neighborhood parks within the Clarkston Heights vicinity.

Walking and bike paths, likewise, are along the river and away from populated areas. The community is very baseball and softball oriented, so while no fields are needed according to national standards, this schedule does not reflect community interest and needs in that regard.

Therefore, this Plan places greater emphasis on findings from surveys of community members rather than gaps in service based on national standards.



MISCELLANEOUS PUBLIC FEEDBACK

Key recreational needs identified from community participation include those listed on the attached matrix. The concepts are not listed in a particular order. The matrix also identifies the level of Port responsibility for the needs identified. The Port of Clarkston's primary mandate is job creation. Creating and maintaining recreational facility, while secondary, is important as well.

Issue	Port involvement?	Percentage of Port involvement
Install lighting in Granite Lake Park	Yes	100%
Create bike paths on Port Drive and Port Way	Yes	100%
Install lighting along Port-maintained trail system	Yes	100%
Install more seating at Granite Lake Park	Yes	100%
Build sidewalks on Port Way	Yes	100%
Build sidewalks on Port Drive	Yes	45%
Create more public art	Depends	Unknown
Install power on riverside of Granite Lake Park for outdoor events	Yes	100%
Improve skateboard park--Clarkston city project	Indirect	<10%
Fix marina at Hells Canyon Marina	Indirect	15%
Create better moorage facilities	Depends	Unknown
Add boating amenities (fuel, pump out, other) at Corps Greenbelt launch area	Indirect	<10%
Create gardens/more public friendly venue at Nave Pit	Indirect	Unknown
Dredge & rebuild marinas (Red Wolf Bridge, Asotin)	Indirect	<10%
Create off-leash dog park	Indirect	<10%
Create recreational opportunities within new sustainable business park	Yes	100%
Create a public shooting/archery range	Unlikely	N/A
Take steps to assure public access to the waterfront through land use planning, creating trails along the shoreline, and nearby parking	Yes	75%
Create floating docks in confluence of Snake and Clearwater Rivers	Depends	Unknown
Create a disc golf course	Depends	Unknown
Create more viewing areas and benches along the waterfront	Likely	Unknown
Extend bikeways and walkways to Chief Timothy Park (approximately 5 miles west of Clarkston)	Depends	Unknown
Create public art in Granite Lake Park	Yes	75%
Get rid of goose poop in the parks	Partially	Unknown
Get rid of stench from EKO	No	N/A
Create construction standards on Port owned land that don't allow steel sided buildings and pole barns	Partially	Unknown
Balance city and county budgets	No	None
Take advantage of the Northwest Water Discovery Trail by enhancing amenities on the Snake River west of the confluence	Primarily	Unknown
Encourage more restaurants on the waterfront	Depends	Unknown

SECTION 3: GOALS AND OBJECTIVES

GOALS: The following goals broadly describe the Port of Clarkston's public recreation aspirations, as they fit into the Port's larger economic development mission.

Goal A: Improve the quality of life within the Port jurisdictional boundaries by ensuring greater public access to and from the river and providing safe, healthful recreational opportunities for all.

Goal B: Incorporate public recreation and open space in the planning and design of Port projects where feasible.

Goal C: Identify this Parks and Recreation Plan as a component of next revision of the Port's Comprehensive Plan as one the Port's projects for recreation, keeping the Comprehensive Plan a general document after duly considering citizen input.

OBJECTIVES: The objectives listed below are the specific steps to be taken to achieve the goals listed above. Priority is to be given to projects for which the Port has significant responsibility. These objectives will translate into action items identified in the Port's annual work plan/strategic plan.

Objective 1: Promote the availability of existing recreational opportunities² in the community through media and signage, on an on-going basis, in particular linking river traffic with community amenities.

Objective 2: Maintain existing Port recreational facilities for the enjoyment of the community on an on-going basis.

Objective 3: Seek additional opportunities that a) provide public access to the waterfront, b) develop bike and pedestrian trails, and c) create needed recreational amenities.

Objective 4: Assist other local, state and federal governmental entities in achieving their parks and recreation goals where invited and consistent with the Port's mission.



² NOTE: Federal and state designated recreational opportunities in the immediate area such as the Hells Canyon National Recreation Area, Clearwater Snake National Recreational Trail, and the Northwest Water Discovery Trail are very unique opportunities and should be showcased.

SECTION 4: IMPLEMENTATION PLAN INCLUDING CAPITAL IMPROVE-MENT PLAN (CIP)

KEY PRIORITIES:

Priority #1: Make continued improvements to Granite Lake Park including but not limited to retaining wall viewing areas, interpretive panels, path upgrades, landscaping and lighting of pathways.

Priority #2: Install lighting along existing pathway east of Granite Lake Park to the Corps of Engineers administrative office

Priority #3: Continue creating or improving bike/pedestrian paths and sidewalks along Port-owned streets.

Priority #4: Design and construct a recreational trail feature in the Port of Clarkston's new sustainable business park.

Unprioritized projects requiring partnership with other entities (in no particular order) are:

- Skateboard park (City of Clarkston project)
- Marina and moorage improvements (Red Wolf Bridge, Asotin)
- Increased boater amenities (dump stations, diesel fueling station, other)
- Boat launch dredging and parking improvements (throughout jurisdiction)
- Acquire beaches south of Asotin (Asotin County)
- Bike trail enhancements to Chief Timothy Island (WSDOT, County)
- Playground and/or multi-use ball/badminton court for Granite Lake Park
- More paved parking/pervious parking near riverfront at Granite Lake Park, end of 13th street, and/or other appropriate locations

CAPITAL IMPROVEMENT PROGRAM (CIP) FORM

(Parks, Recreation, Habitat Facilities)

Agency/Dept.: Port of Clarkston
Address: 849 Port Way
City, Zip Code: Clarkston, WA 99403
Phone: 509-758-5272

Date of Adoption: June 9, 2010
Resolution Number: 2010-07
Completed by: Wanda Keefer
Title: Port Manager

County: Asotin

(1) Priority	(2) Project Name	(3) Fund Source	(4) Acq. Dev. Ren Rest	(5) Facility Type	(6) Estimated Project Implementation Cost Per Year				
					2010	2011	2012	2013	2014 2015
1a	Granite Lake Park Expansion	L, D, M	D	I, NPK	120,000		45,000		
1b	Improve Granite Lake Park	L, D, M	R	I, NPK	120,000	65,000	70,000		
2	Light existing pathways	L, D, M	R	NPK, OS		45,000	20,000		
3	Improve bike/pedestrian paths and sidewalks along Port-owned streets	L	D	TB, TP	50,000	25,000	15,000	15,000	55,000
4	Construct a recreational trail at Port's business park	U	D	OS			10,000	55,000	30,000

Column 4: D=development; R=renovation

Fund Source: L=local; D=donation; M=match; U=Unknown

Facility Type: I=interpretive; NPK=neighborhood park; OS=open space; TB=trail, bicycle; TP=trail, pedestrian

Appendix A

Port of Clarkston Parks and Recreation Planning Survey

1. Please rank the following by checking the scale from the highest degree of interest or agreement all the way to the lowest degree of interest or agreement: The Port of Clarkston should plan, provide and maintain public access to the Snake River by land and water, through parking, pedestrian/bicycle trails, marina/moorage facilities and developing people-friendly parks/green spaces.

	5- Strongly Agree	4-Agree	3-Neutral	2- Disagree	1- Strongly Disagree	Rating Average	Response Count
Select one	67.0% (352)	16.2% (85)	8.2% (43)	1.9% (10)	6.7% (35)	4.35	525
	<i>answered question</i>						525
	<i>skipped question</i>						14

2. The Port should balance public access and enjoyment with economic/industrial development in its long-range planning.

	5- Strongly Agree	4-Agree	3-Neutral	2- Disagree	1- Strongly Disagree	Rating Average	Response Count
Select one	51.7% (273)	21.4% (113)	14.2% (75)	5.7% (30)	7.0% (37)	4.05	528
	<i>answered question</i>						528
	<i>skipped question</i>						11

3. The Port of Clarkston Commissioners should pursue the following: Continue to improve Granite Lake public park adjacent to the port office (NOT Granite Lake RV Park) including but not limited to outdoor classroom/amphitheater, interpretive panels, path upgrades, landscaping and lighting throughout the park.

	5- Strongly Agree	4-Agree	3-Neutral	2- Disagree	1- Strongly Disagree	Rating Average	Response Count
Select one	38.5% (201)	24.7% (129)	20.9% (109)	5.6% (29)	10.3% (54)	3.75	522
	<i>answered question</i>						522
	<i>skipped question</i>						17

4. Extend sidewalks and bike paths along Port Way and Port Drive.

	5- Strongly Agree	4-Agree	3-Neutral	2- Disagree	1- Strongly Disagree	Rating Average	Response Count
Select one	43.4% (225)	20.1% (104)	16.8% (87)	6.9% (36)	12.7% (66)	3.75	518
					<i>answered question</i>		518
					<i>skipped question</i>		21

5. Provide outdoor lamp lighting along the existing greenbelt east of Granite Lake Park to the Corps of Engineers' administrative office.

	5- Strongly Agree	4-Agree	3-Neutral	2- Disagree	1- Strongly Disagree	Rating Average	Response Count
Select one	39.5% (208)	23.0% (121)	19.5% (103)	6.8% (36)	11.2% (59)	3.73	527
					<i>answered question</i>		527
					<i>skipped question</i>		12










6. Design and construct a recreational trail within the port's new sustainable business park off Evans Road.

	5- Strongly Agree	4-Agree	3-Neutral	2- Disagree	1- Strongly Disagree	Rating Average	Response Count
Select one	28.2% (144)	17.5% (89)	22.7% (116)	11.8% (60)	19.8% (101)	3.23	510
					<i>answered question</i>		510
					<i>skipped question</i>		29



7. As part of revitalizing portions of Clarkston riverfront, encourage residential development near the riverfront.

	5- Strongly Agree	4-Agree	3-Neutral	2- Disagree	1- Strongly Disagree	Rating Average	Response Count
Select one	21.7% (112)	13.4% (69)	18.4% (95)	13.8% (71)	32.6% (168)	2.78	515
<i>answered question</i>							515
<i>skipped question</i>							24

8. PLEASE TELL US ABOUT YOURSELF: I enjoy visiting the historic Port area of Clarkston to do the following:
(check all that apply)

		Response Percent	Response Count
Walk		74.6%	381
Bicycle		38.9%	199
Fish		30.9%	158
Boat		35.0%	179
Patronize Restaurants		75.9%	388
Go Antiquing		33.1%	169
Visit Winery/Brewery		34.6%	177
Shop COSTCO/Wal-Mart		91.2%	466
Other (please specify)		12.9%	66
<i>answered question</i>			511
<i>skipped question</i>			28

9. I Live In (Pick One)

	Response Percent	Response Count
Asotin County 	95.5%	504
Nez Perce County 	3.0%	16
Other 	1.5%	8
<i>answered question</i>		528
<i>skipped question</i>		11

10. If you would like to follow-up with us on your comments, please provide your name, phone number, and/or email. Your thoughts and ideas are important to us – thank you for sharing them.

	Response Count
	50
<i>answered question</i>	50
<i>skipped question</i>	489

11. COMMENTS Take this Opportunity to Shape the Port of Clarkston's Future. Please list your ideas, concerns, or interests for the Port of Clarkston's future:

	Response Count
	179
<i>answered question</i>	179
<i>skipped question</i>	360

Port of Clarkston Parks and Recreation Planning Survey

COMMENTS Take this Opportunity to Shape the Port of Clarkston's Future. Please list your ideas, concerns, or interests for the Port of Clarkston's future:

Response
Count

179

answered question

179

skipped question

360

Response Text		
1	Great Survey	Apr 12, 2010 11:08 PM
2	partner with city of Clarkston on skateboard park and with city of Asotin on marina	Apr 14, 2010 11:39 PM
3	I would like to see boat access to Roosters landing and other potential resturants or shops. A boat dock would be excellent. If you are going to allow residential homes, please place tight requirements in regards to what/how their property looks.	Apr 23, 2010 6:02 PM
4	would like to see floating docks just off shore for boats to tie to and recreate off of. generally feel like to much of the valleys prime properties are locked up as ports and so on.	Apr 24, 2010 2:32 PM
5	I would like to see a disc golf course added to the port's plan on some of their land. This is an easy and inexpensive way to add another recreational opportunity to our community.	Apr 24, 2010 2:55 PM
6	Better morage facilities	Apr 24, 2010 11:37 PM
7	I think that the public should have access to the Snake River and that it NOT be made unavailable to the public. For example: It should not go into private hands so that there would be limited access to the river	Apr 25, 2010 3:54 AM
8	The river front needs to be promoted and featured. The riverfront is an assett that should be used for recreation, shopping, eating and lodging. We believe the water front would serve our community better in these capacities versus industrial parks and business incubators.	Apr 27, 2010 10:44 PM
9	The Port is in a unique position to provide and promote the only residential area which could have direct pedestrian access to the Snake river and water views. This potential should be included in long range plans to enhance the attractiveness of the community and region for potential new businesses and residents.	May 1, 2010 3:04 PM
10	Please keep the waterfront non-industrial. I prefer to have it recreational rather then wasting it on commercial buildings. Let's keep it closer to mother nature and it gives the public some "green" without having to go to the woods.	May 1, 2010 3:28 PM
11	I believe it's important that the port area along with the rest of Clarkston continue to promote the area to visitors and residents alike.	May 1, 2010 6:21 PM
12	We have plenty of fine parks in our community. The Ports primary function should be economic development. Please continue to take good care of the existing Port operated parks, facilitate more business activity on your vacant lands, and please, please, please, get that bicycle trail extend to at least the Hells Canyon Marina (old Roosters). This could easily be accomplished as painted routes on the existing very wide roadways.	May 1, 2010 7:21 PM

Response Text		
13	Your question #2 is misleading. When I say I don't think the 2 issues should be balanced, that can have two meanings. My meaning is that business/development should NOT be considered as highly as the common good development.	May 2, 2010 4:16 PM
14	It would be great to have the sidewalk extended down towards the Red Wolf Bridge!! This is a beautiful area and it would be nice to have more things to do in the area so we all can enjoy the view! It would also be nice for the tour boats to see something when they arrive and have something to do besides just taking a jet boat tour.	May 2, 2010 10:38 PM
15	Thanks for making this survey available.	May 2, 2010 10:38 PM
16	I think the Port of Clarkston's #1 charge should be developing port district land in a way that will attract and support businesses. I love the parks, aquatic center, and other recreational opportunities, but without aggressive businesses and manufacturers I believe that we will have difficulty as a community continuing to support those facilities. I think one neat thing with the river front would be to develop or encourage development of something that could utilize the waterfront for small businesses such as fishing shops, boating supplies, or recreation / fitness. Even some small shops etc. I wish I could work in an area where there was an array of small shops and is sufficient land to attract medium to large manufacturers. The kind that pay wages you can raise a family on. There are some very large plots of land, and it would be cool if the city could attract some high growth, technology companies. I have said this so much, but I really think success for the port could be measured by its ability to attract some very good businesses, rather than people that simply occupy warehouse space with car collections.	May 4, 2010 2:33 AM
17	i prefer public access to private homes. i prefer private homes to industrial business.	May 7, 2010 5:38 PM
18	phase out the grain elevator - wood/lumber occupancies along the water and replace with commercial/residential occupancies.	May 7, 2010 7:00 PM
19	The Port District should be for business and industry , not parks. Ther are ample parks already.	May 11, 2010 8:23 PM
20	Lots of benches for sitting.	May 11, 2010 8:24 PM
21	More retail stores. More recreational opportunities.	May 11, 2010 8:26 PM
22	Our area has such potential for major waterfront expansion - look forward to more growth there for residential, recreation, shopping/dining and more. Good luck.	May 11, 2010 8:30 PM
23	The improvements are great and make walking much nicer.	May 11, 2010 8:32 PM
24	Continued development to impact the socio-economics at our area.	May 11, 2010 8:34 PM
25	Continued taxes are a problem for residents. The Port probably needs to spend a little effort to justify them publicly.	May 11, 2010 8:36 PM
26	Extend bikeways and walkways to Chief Timothy Park. Bring in clean green industry.	May 11, 2010 8:37 PM

Response Text		
27	<p>While a Port suggests industrial uses, I fail to see why it has to have a barren, industrial feel to it.</p> <p>Portland, OR, has a fantastic river presece on the West Side of the Willamette River, and even the East Side/industrial side has a fantastic promenade with terrific views of the downtown area, even though they have I-5 running right next tot the river. We have a wonderful waterfront area that fails to take advantage of our river presence.</p> <p>Why, oh why, do we have large-scale construction equipment parked on our most precious visual resource and not a pedestrian-friendly river-walk in the area? Those giant earth-movers and other equipment sitting down there do not invite visitors and are rather foreboding in their grave-yard-like presence.</p> <p>And the roadways - have you tried riding a bicycle on it? Besides being a scary place to be alone, it is difficult to traverse the roads around the area because they are so bumpy.</p> <p>Where are the sidewalks? Aren't those required when someone builds in the area?</p> <p>Let me tell you about the design standards - how come the most recent restaurant addition does not have a paved parking lot - wasn't that required? Andy why don't the buildings require landscaping? The Big Box retailer there is barren! Design standards could have done a lot to require something that improved the appearance. A tree for every 20 parking stalls could have helped the environment tremendously. Buffer plantings on the perimeter and foundation plantings around the building - these are things that give large buildings a human scale.</p> <p>I never knew this area was considered "historical" - how is that being played out? I know of nothing to draw me there for a historical artifact. If you have it, it should be advertised and played up.</p> <p>As we learned in Lewiston, large companies can choose to close shop and leave gigantic empty warehouses behind. We should make plans that incorporate future economic swings and encourage scalability - something that is maybe large, but looks like a lot small er shops grouped together, and if it has relief to the facade that will give it a more human scale. Visit Disneyland - they built Main Street on something like a 3/4 scale to make it more friendly to pedestrians.</p> <p>An ASLA-certified Landscape Architect could really help the Port to realize some of these visual objectives and create places and spaces that are safe and people-friendly.</p>	May 12, 2010 5:55 PM
28	Set up small strip type malls on the water edge for small retail shops, restaurants like in Coronado, CA and Chicago waterfronts. People can sit outside and eat right on the water. I think this is what Lewiston wishes it could do where the pea plant was. Clarkston needs this first. A total tourist attraction like Couer D'Alene.	May 12, 2010 9:15 PM
29	Focus concern on making the Port District profitable rather than developing feel good enjoyment areas. Also focus on good steartship of the Port District. I do though think it a good idea to continue to try to obtain the corp land for Archeological reasons as you've talked about in the past.	May 12, 2010 9:17 PM
30	We need to preserve the remaining open space in the Port area for truck farms (produce). We need the lower elevation and the proximity to the river (irrigation). This sustainable jobs! In the event of a national or global crisis you can't eat bike paths.	May 12, 2010 9:19 PM

Response Text		
31	Get the opinion of outside consultants in making long range decisions and plans for the port. Just using employee's opinions is not enough info. For example, the public was sold the idea of an "industrial" park that has now become a "business" park after consultants determined the utilities were insufficient for an industrial area. This information should have been known before the land was purchased.	May 12, 2010 9:21 PM
32	It would be great to have some public sculpture/art in the park. Get rid of the tacky Lewis & Clark metal silhouettes.	May 12, 2010 9:24 PM
33	It seems to have become far too easy spending O.P.M. for "make nice" projects. Promoting business and industrial interests could be preferable. Lowering the taxes by becoming self-sustainable.	May 12, 2010 9:27 PM
34	Business-jobs-street maintenance Stick to your original mission. Economic development with jobs and business. The rest is nice but not your main job.	May 12, 2010 9:28 PM
35	For light the need to check out solar (when can you take over the city sewer?)	May 12, 2010 9:30 PM
36	Thank you for all you do to make clarkston an enjoyable place to live.	May 13, 2010 8:51 PM
37	Leave as is	May 13, 2010 8:59 PM
38	Stop wasting our money on crazy ideas in the name of recreation!!	May 13, 2010 9:05 PM
39	All of these would be nice - but in this economy - who pays for it?	May 13, 2010 9:06 PM
40	More businesses	May 13, 2010 9:08 PM
41	More parks added @ Granite Lake Park for people who are not boating during boat season-and-why did the restrooms get tore out? That was awful - very bad move!!! Waste of money.	May 13, 2010 9:13 PM
42	The new Recreational Dock was only put in for the Restaurant Roosters, not the good of the people. Too much mony is spent for just a few.	May 13, 2010 9:14 PM
43	If this is use of tax dollars it should stop. Recreation should not be funded by tax payors!	May 13, 2010 9:17 PM
44	I've lived here 60 years and enjoyed everything about it. All the nw improvements are good but don't over do it. I would hate to see it civilized too much, I like it sort of country style.	May 13, 2010 9:19 PM
45	More restaurants like Roosters along the river. Better access for public to and from the water will help tax revenue. Build it they will come!!!	May 13, 2010 9:23 PM
46	Keep river shoreline free of industrial buildings avoid river views destroyed as has happened in places like Portland, once a beautiful riverfront city; now walled off by railyards, hobo towns!!	May 13, 2010 9:25 PM
47	I would like to see artist colony/galleries/studio's	May 13, 2010 9:30 PM
48	I think it would be nice to have a few more restaurants in the area and possibly a multi theatre or a mini museum on Lewis & Clark. Encourage tourism!	May 13, 2010 9:33 PM
49	Keep it safe and desirable area for family participation	May 13, 2010 9:39 PM
50	A dog park would be a nice addition. Also, ridding the parks of goose manure would be of benefit. Sometimes a walk there is just slip and slide on manure! Why do small communities think they need to grow? Isn't there enough traffic, congestion, noise, etc. already? Why not improve and maintain what we have to a hight standard, but why get bigger? I believe a lot of people want a small community and that's why we live here. Bigger is not necessarily better.	May 13, 2010 9:55 PM
51	Our economy makes this a time to wait until it's much better, before spending much money, it can wait!	May 13, 2010 9:56 PM
52	Please acknowledge the greatness that is patt's garden center.	May 13, 2010 10:02 PM
53	I see no reason for any major improvements to the Port Area, it's fine just as it is.	May 13, 2010 10:04 PM
54	Jobs! Jobs! Jobs! Not rec. Then get off tax rolls.	May 14, 2010 3:25 PM
55	Keep costs in check, public safety shoud be first, maintain existing facilities before expanding, light all paths for safety at night.	May 14, 2010 3:27 PM

Response Text		
56	As the economy is right now, we should be doing more for what is actually needed before spending money only a few get to enjoy.	May 14, 2010 3:33 PM
57	I think it is important to balance green space and watch developments that appear too "industrial" looking.	May 14, 2010 5:33 PM
58	Clean up junk in port area businesses; old tires, scrap metal, barrels etc, pallets. Most places could be more responsible and set a good example for the rest of the town.	May 14, 2010 5:34 PM
59	The Port's purpose is to provide industrial land for business access to water shipments. It is not the responsibility of the Port to become part of the recreation dept. for Asotin County or the City of Clakrston. Tax receipts should be used for their intended purposes.	May 14, 2010 5:36 PM
60	Asotin County needs a public shooting range, regulated by the county. A fee of \$5.00 per person. Open 7 days a week. Evans Road is a good place to think about. There are a lot of gun owners and no place to shoot. A place to shoot is cheap to build, practically maintenance free and would provide a lot of enjoyment for a lot of people.	May 14, 2010 5:39 PM
61	Keefer is lining her pocket with tax payer money, I see her with a new car scooting around on tax payer gas. You spent all that money on that crane, what the hell are you going to do with it now? P.S. I saw where old Marvin ran off one business that was interested in the Port.	May 14, 2010 5:51 PM
62	Extend bike path from Granite Lake Park to Red Wolf Crossing Bridge.	May 14, 2010 6:01 PM
63	Be nice to have benches and tables along the river - need to get lunch places	May 14, 2010 6:32 PM
64	The primary objective of the port should be business related.	May 14, 2010 6:53 PM
65	make it self supporting	May 14, 2010 6:54 PM
66	Would love to see old grain elevator demolished to enhance that area.	May 14, 2010 6:55 PM
67	That area would be a wonderful, resident and visitor walking, fishing, small tourist shops and a show place for a beautiful "welcome" to our community.	May 14, 2010 6:56 PM
68	Continue promoting business use but moake what is available people friendly - especially in the people friendly areas already established.	May 14, 2010 6:58 PM
69	We don't need anymore smelly industries in the port area!	May 14, 2010 6:59 PM
70	Just notice the new boat dock near Roosters Landing: we take the boat to lunch now, thank you! P.S. Keep up the work on Granite Lake	May 14, 2010 7:01 PM
71	Too many pole barn buildings in the port area - we don't need anymore of those type of buildings in the future. Need more nice appearing buildings instead of a "temporary" look.	May 14, 2010 7:02 PM
72	Help Asotin w/ marina, Clarkston w/ skateboard park, County w/ acquisition of property at Headgate, and create botanical garden at Nave Pit	May 14, 2010 9:47 PM
73	this is prime real estate -- if planned correctly for the long term, will show residents and visitors alike how beautiful our valley and riverfront can be for recreation, business & possible riverfront living!	May 15, 2010 9:39 PM
74	Clarkston's greatest asset. Continue to be very prudent and use your best judgement when making decisions concerning these issues.	May 15, 2010 9:42 PM
75	A dog park, playground for kids, and possibly a waterslide area could all add to the appeal of the Port. Thanks	May 16, 2010 10:54 PM
76	The survey would be more effective is the port had included a cost estimate of the items addressed in the survey.	May 18, 2010 1:49 PM
77	More Docks (make the corp. do them) #1. Make the Port pay for itself! Not the taxpayers. Put the power on the riverside of the lawn so the audience can look down hill at the summer concerts at the stage i.e. much easier view.	May 18, 2010 7:49 PM

Response Text		
78	Any beach/water access for public would be great. Also, public restrooms along water are needed. We love the idea of more restaurants or tourist - type businesses. Let's keep industrial venues away from our beautiful rivers.	May 18, 2010 7:51 PM
79	Friends have stayed at RV Park and enjoyed the water and park.	May 18, 2010 7:53 PM
80	I think industrail uses unless something that produces a product like the winery, brewery, should be moved to the industrial park; I think the nursery is a nice addition. Enjoy the park- love the landscaping & informational signs.	May 18, 2010 7:55 PM
81	Would love to see the area developed for public use.	May 18, 2010 11:36 PM
82	Should have no industry, or residential areals only have the riverfront open for all to enjoy.	May 19, 2010 2:04 PM
83	The waterfront should be utilized for entertainment purposes - restaurant and bar with ability to hold small live performances. People love hanging out by water, enjoying food drinks and music. The recreation aspect is great too. I would love to see the trail continue west of Rooster down to the old Roosters site (and beyond).	May 22, 2010 2:57 PM
84	I think we should have the Corp of Engineers provide proper access by land and water . My understanding is that was the agreement when they backed up the river.	May 24, 2010 5:28 PM
85	It would be great to see some more development along the river. It is a wonderful part of this valley and a feature that should be highlighted!	May 24, 2010 5:31 PM
86	A dog park needs to be considered.	May 24, 2010 5:33 PM
87	Would it be possible to extend sidewalk to Red Wolf at some future date?	May 24, 2010 5:35 PM
88	Please do all you can to keep property taxes down for tax payers of Asotin County.	May 24, 2010 5:36 PM
89	I think there are enought miles of bike/walking paths between Lewiston & Clarkston & Asotin. I would like to see as an improvement to the bike paths are some portable outhouses.	May 24, 2010 5:39 PM
90	I would like to see a waterfront floating restaurant in the area and asdditional restaurants.	May 24, 2010 5:39 PM
91	Need more green space in the Clarkston Heights - open parks/wildland for biking, horseback rides. Good are for this. Should make land west clarkston between Evans Rd. (bluffs) a county parkland, on river & east of Evans Rd. Has cliffs, wildlife, accessible by Florence Lane.	May 24, 2010 5:52 PM
92	All this will do is increase taxes on an already overburdened population.	May 24, 2010 5:53 PM
93	I strongly encourage more development along the waterfront, it is the Valley's main assett. By upgrading/developing the waterfront it would bring in more tourist dollars as well.	May 24, 2010 6:05 PM
94	Own property in Asotin County	May 24, 2010 6:16 PM
95	Do not let it become a junkyard and deteriorating and unused buildings	May 24, 2010 6:19 PM
96	This is not the "Ports future" but I have a concern that lighting be but along existing pedestrian/bike paths from Beachview to Swallows nest area. That's where some money needs to be spent. None of the suggestion listed gave estimates of costs. Surely that needs to be addressed when deciding on projects.	May 24, 2010 6:28 PM
97	I hate the idea of a business park off of Evans Rd. Its bad enought to have a liandfill so close to residential areas. We should be beautifying our community not making more polluted and unsightly!	May 24, 2010 6:30 PM
98	What a resource awaiting further development! Potentials are for facilities to enchance life enjoyment and many economic opportunities.	May 24, 2010 6:33 PM

Response Text		
99	Provide opportunity for a full service boat yard and travel lift. Question #2 - As long as waterfront is public use only. Question #4 - As long as lighting is non glare/full cutoff fixtures Question #7 - or only away from waterfront	May 24, 2010 6:37 PM
100	Employment opportunities Traffic congestion	May 24, 2010 6:40 PM
101	Mix of light industrial w/small inviting retail - both for tourism and solid local employment, keep our solid clean, fun environment mixed with employment	May 24, 2010 6:46 PM
102	Don't Spend too much money!	May 24, 2010 6:47 PM
103	It would be best to turn an profit and not try to expand your own job	May 24, 2010 6:48 PM
104	Clarkston needs more residential development, i.e., town houses and condos, and more restaurants along the Snake River. The same is true for Lewiston. There is a disgusting lack of pulsating, dynamic energy in the Lewis Clark Valley. To what would you attribute this vivid lack of effervescence? The culture of the valley? The lack of a urban waterfront is deplorable, the same is true for the lack of movers and shakers. This area is stagnant!!	May 24, 2010 6:52 PM
105	More greenspace and retail and restaurants No industry more pet friendly areas	May 24, 2010 8:23 PM
106	There needs to be a guard rail under Red Wolf Bridge as traffic travels east and road makes bend toward marina. Someone will go into the water one of these days.	May 24, 2010 8:27 PM
107	Cut dead trees along scenic way	May 24, 2010 8:28 PM
108	Keep up good work!	May 24, 2010 8:29 PM
109	No more nutty programs that will raise taxes and make a larger bureaucracy. As you do so well.	May 24, 2010 8:33 PM
110	It would be nice if the Port would get the crane going again.	May 24, 2010 8:47 PM
111	I do not want to see house built in this area. It should stay as natural as possible. It's time to save access to land and water for the public not more developes for residents.	May 24, 2010 8:49 PM
112	Retain access to riverfront areas for all of Asotin County and other residents to enjoy, not just the wealthy home owning population. No more indutrial along riverfront. There is already enough along Idaho and Washington sides of the river. No more restaurant/hotel development either.	May 24, 2010 8:56 PM
113	Concern: With the Ports new business park on Evans Road - sixth ave now is maxed out with landfill, ballfields, and residential not excluding bicyclists, joggers & horseback riders. Traffic flow needs to b eaddressed first before development.	May 24, 2010 8:58 PM
114	There should be a minimum of 200 yards from all rivers and streams (with some exceptions) that people can buy and build homes and businesses. Too many good fishing areas are now non-accessible unless you have a boat and not everyone has or wants a boat.	May 24, 2010 11:00 PM
115	I think these are all good things to be doing. While doing them I believe a balanced city/county budget should be the highest priority.	May 24, 2010 11:02 PM
116	In regards to #1: Not sure who's responsibility it should be In regards to 2-7: I'm all for this development if it does not increase my taxes. I'd hope it would create employment for local residents.	May 25, 2010 2:55 PM
117	The Port should maintain but not expand the currently provided public accesses. The Port should limit it's provision for public use of the Evans road project. Taxpayers are not interested in spending money on feel good projects.	May 25, 2010 2:57 PM

Response Text		
118	Put more restaurants near water. It will draw more people to this area. Keep the geese out of parks and off paths.	May 25, 2010 2:59 PM
119	This area should be a recreational, shopping and dining magnet for local citizens as well as tourists that visit.	May 25, 2010 3:06 PM
120	Do not improve Evans Road Port District at this time	May 25, 2010 3:07 PM
121	This is a wonderful asset to the valley and should be user (the public) friendly.	May 25, 2010 3:09 PM
122	I think it is always a positive to develop the area along the river to benefit current residents and tourist's that travel here to the LC Valley. Take full advantage of the Riverfront property and make it beautiful! I think more businesses (tours, eateries, music, entertainment, kid friendly activities). A feeling of Riverfront Park in Spokane or Seattle with Pikes market would be a great addition! If a boat tour office was there to give tours to Hells Canyon and back too, wave runner rentals would be a great addition as well. Thank you for asking for an opinion/advice.	May 25, 2010 3:14 PM
123	We should have a dog park area to let dogs run with owners there.	May 25, 2010 3:15 PM
124	These are all wonderful. Please start all of them as soon as you get in the black!	May 25, 2010 3:16 PM
125	Even though we want these items, we are also extremely aware that we are in a very difficult economic crisis/slump. We don't want to spend money we do not have. We suggest that first we maintain what is already in place. Safety lighting, an ampitheater that could support entertainment (check out what Moses Lake has done in this regard) and improving current paths would be our choices.	May 25, 2010 3:19 PM
126	All Government Agencies of any kind to stay within a budget and no way exceed it. In other words only spend what there is. We are in hard times.	May 25, 2010 3:21 PM
127	We have limited and beautiful waterfront. Whatever we do let's keep it that way. One "cluttered" business can ruin it all.	May 25, 2010 3:34 PM
128	Use Dubuque, IA, Bend, OR, as spring boards. Concerts "floating docks" w/audience on the shore. Do not industrialize the waterfront- use service/retail businesses and tourist/recreational activities. Community "center"idea. No industry stinks or pollution	May 25, 2010 3:53 PM
129	Submit formal request to NezPerce County and ECO Recyding to move that facility. Preferably N.E. or S.E. of Valley and away from summer (evening & night time) wind currents. Horrible Recycling odors make entire Park, entire Valley non-desirable. I also wonder if what we all smell has health ramifications. (mold)	May 25, 2010 6:57 PM
130	I really like the idea of item #3 & #7.	May 25, 2010 6:59 PM
131	Providing access for public use to the Port. By land and water. Through parking, trian trails (bicycles) moorage/marina facilities, and people friendly green areas. Absolutely NO residential development on or near waterfront.	May 25, 2010 7:04 PM
132	Get access to the river with available parking. Businesses geared to serve river do good across road unless more motels/restaurants. How bout mini mall or something to attract tourists. Most businesses could easily do good little farther from the river. Same this for impulse eating, trinket buying area. The PUD doesn't want me there - nice people but they got a county business with some worth for free! Don't you guys be as stupid.	May 26, 2010 5:52 PM
133	Take control of boat launch/access in City of Asotin marina.	May 26, 2010 8:26 PM
134	Improve City of Asotin Marina	May 26, 2010 8:27 PM
135	We should no longer be taxed by the port, it should be self-sustainable by now.	May 26, 2010 8:28 PM
136	In 1965, I ws told the Port would be self substantial in 5 years. We are still paying tax to the Port. Forget the Evans Road project.	Jun 1, 2010 3:15 PM
137	Contiue to develop area with easy access to walk way, play area and family areas with all age group in mind. For instance covered picnic areas, play areas and/or tennis/basketball/volleyball areas.	Jun 1, 2010 6:07 PM

Response Text		
138	It seems the Port of Clarkston should be able to be self supporting after so many years of existence. Maybe you should be changing the "mission statement" or the reason for even existing.	Jun 2, 2010 5:43 PM
139	#6 - What type of trail, motorized, walk, bike horse? #7 - How close to the river would residents be able to build. 100 yards away from high water mark. Rooster's??	Jun 2, 2010 5:45 PM
140	Why promote the Evans "Industrial" area (which is surrounded by urban/rural residential homes) when you cannot keep the existing flat ground port area - 15th to confluence - in viable businesses to offset expenses???	Jun 2, 2010 5:47 PM
141	We need to make using the river & downtown area more conducive to visitors. Convenience is key to bringing tourists' dollars in and having them return. So, there should be a gas pump on a dock for boaters & a convenience store with ice, sodas, etc. attached to it right at the confluence or as close to it as possible.	Jun 2, 2010 5:49 PM
142	I like the way the port is progressing but am 87 on a fixed income, can't be taxed	Jun 2, 2010 6:28 PM
143	We must be conservative in financing these projects. If you can't afford it, you do without or save for it. Good old management	Jun 2, 2010 6:30 PM
144	I think that appropriate retail areas should be located next to the river and that more industrial uses should be directed to the land fill area. The river is a big draw to our valley and it's usage should be encouraged.	Jun 2, 2010 6:33 PM
145	Bicyclist go to fast and scare people when approaching from behind. Dogs are left off their leash and owners do not pick up their mess they make. A few tickets given would spread the word.	Jun 2, 2010 6:35 PM
146	Re #7 - we are unsure what is meant by "encourage residential development". We believe public access to the waterfront is an important community attribute.	Jun 2, 2010 6:37 PM
147	I appreciate the community garden project	Jun 2, 2010 6:40 PM
148	Don't bother developing Evans Rd while we have other areas that can be developed first	Jun 2, 2010 6:42 PM
149	Just remember we are a relatively small community and don't go overboard as in "Aquatic Center for a Gazillion People" when we are a small community.	Jun 2, 2010 6:46 PM
150	The money you propose to spend on this is coming from taxes I am obligated to pay. Please tighten your financial belt like the rest of us are having to do out in this, the REAL world.	Jun 2, 2010 6:48 PM
151	There needs to be more facilities for tourist and RV'er's. (Dump water) We need to capitalize on affordable tourist facilities instead of Wal-mart parking lot.	Jun 2, 2010 6:49 PM
152	Stay away from the Evan's Road area. You do not need this. You already have empty buildings at the Port. Use what you have.	Jun 2, 2010 6:56 PM
153	I think we have plenty of bike and walking paths. Develop business that employee's workers. A better quality of life so people can enjoy what we have.	Jun 2, 2010 7:02 PM
154	Become self sufficient and eliminate taxes for port operation.	Jun 2, 2010 7:04 PM
155	I would hate to see any development - residential or otherwise - negatively impact water quality of the Snake River/surrounding area water.	Jun 2, 2010 7:06 PM
156	Stop accepting Fed money!!	Jun 2, 2010 7:14 PM
157	would not encourage private homes on water front, eliminates public access to all shorelines.	Jun 2, 2010 7:22 PM
158	How much interest is there in a new industrial park? Is the amount of interest worth the time and resources being put into it? Or, If you build it, will they come? There is already so much developed and semi developed space in the valley that is sitting in unused. Do we really need more?	Jun 2, 2010 7:50 PM
159	The stench from EKO is still bad enough at times, that it is impossible to enjoy the River. It's bad for tourism.	Jun 2, 2010 7:51 PM
160	Recreation on river. Industrial on Evans Rd.	Jun 2, 2010 7:52 PM

Response Text		
161	The Port should be self-sufficient! It should not rely on our taxes.!	Jun 2, 2010 7:53 PM
162	We don't need more taxpayer's money going for any of these projects.	Jun 2, 2010 7:56 PM
163	I think the East entrance off of 5th street to Walmart should be closed and eliminated. There are other entrances south and north into that place. Thanks you This would sure eliminate a lot of traffic jams.	Jun 2, 2010 7:59 PM
164	I appreciate the fact that the water front property will be available to the public but also bring in new business.	Jun 4, 2010 6:51 PM
165	Since the port is supported by tax dollars we also need a Parks & Recreation District that is supported by tax dollars to run the parks and pool and little league fields. Purchase Hells Canyon Resort property for Port income.	Jun 4, 2010 6:53 PM
166	Build a long fishing pier out into the river.	Jun 7, 2010 6:08 PM
167	It just looks like a junky, unsafe (good place to get mugged or worse) industrial area (other than the little park & east). Quite trying to make Clarkston bigger with businesses. A big part of why it's nice here is the smallish size. Focus on keeping it hometown friendly.	Jun 7, 2010 6:11 PM
168	The Port of Clarkston has no business in developing the proposed Industrial Park on Evans Road.	Jun 7, 2010 6:16 PM
169	Keep improving but don't go overboard	Jun 7, 2010 6:18 PM
170	Many people from other areas we have met on the dike. A couple from Germany for instance and a family dropping their college student off. What you have done - the beauty and recreation provided draws people to visit and move here. You have made wise choices and it is so BEAUTIFUL everywhere. Thank you so very much.	Jun 7, 2010 6:20 PM
171	I would like to see continued development of the Port of Clarkston and the Valley.	Jun 7, 2010 6:23 PM
172	Keep development costs down at this time due to tax expense to our poor county	Jun 7, 2010 6:26 PM
173	That whole area use to be a fun unrestricted area when I was younger. Now the area is becoming less public access and more industry property. The wildlife is being pushed away by mans greed. Chief Timothy Island is a good example of the public being restricted from nature.	Jun 7, 2010 6:30 PM
174	Increase speed limit on Port Drive to 35 mph	Jun 7, 2010 6:34 PM
175	No homes or motel/hotels on the river. The economy can't just be tourism. You can't make a living on \$8.00 an hour jobs.	Jun 7, 2010 6:36 PM
176	Re: #5 - Lots of lighted levee areas already...Is more needed? Re: #4 - The streets are very wide...perhaps just painting in lanes? Love what's going on in Port area. Love to patronize it. Love to see it improve. Love it to generate \$ for the County/Port. Less taxpayer funding would be great. Generate dollars with premium residential lots/condos. New boat access to Roosters is great. Asthetic building codes are a good idea. Less pole/steel structures...more pleasing to eye structures such as Walmart/Roosters etc.	Jun 7, 2010 6:41 PM
177	We should use on the water property for restaurants, motels, not storage for heavy construction equipment (equipment as such doesn't add to view of river). It distracts.	Jun 7, 2010 6:43 PM
178	Parks with picnic facilities. I find it sad that warehouses are so close to the water when it could have had some lovely homes. Warehouses don't need a "view" or to be close by walking & bicycling paths.	Jun 7, 2010 6:45 PM
179	This area needs to be industrial and business. No homes should be here. We do need a dog park.	Jun 7, 2010 6:59 PM

Appendix B

APPENDIX B – ASOTIN COUNTY POPULATION, INCOME AND EMPLOYMENT TRENDS (by Kathryn Tacke, Regional Economist)

ECONOMIC TRENDS & FORECASTS

The following section provides a brief assessment of the population, income and employment trends in Asotin County and the surrounding area. This section is intended to set a framework to understand the economic development opportunities in Asotin County.

Part 1: POPULATION TRENDS

Asotin County Trends

Asotin County's population has grown from 20,551 persons in 2000 to 21,420 in 2008. This amounts to an average annual growth rate of 0.5%, which lagged behind the state average at 1.3%.

The growth occurred in the unincorporated areas of Asotin County, which grew 0.9% per year from 2000 to 2008, while the incorporated areas declined marginally—0.1% per year. (See Table 1)

Asotin County's population base added about 199 people a year between 1970 and 2008, because of net natural increase of 78 persons per year and net in-migration of 121 persons per year.

Table 1 – Asotin County Historical Population Trends

Year	Asotin	Unincorporated	Incorporated	Asotin	Clarkston
2000	20,551	12,119	8,432	1,095	7,337
2001	20,470	12,131	8,339	1,086	7,253
2002	20,517	12,193	8,324	1,099	7,225
2003	20,507	12,228	8,279	1,093	7,186
2004	20,798	12,433	8,365	1,107	7,258
2005	20,910	12,587	8,323	1,109	7,214
2006	21,051	12,759	8,292	1,114	7,178
2007	21,085	12,835	8,250	1,113	7,137
2008	21,420	13,084	8,336	1,129	7,207
Annual Growth Rate 2000 to 2008	0.50%	0.93%	-0.14%	0.37%	-0.22%

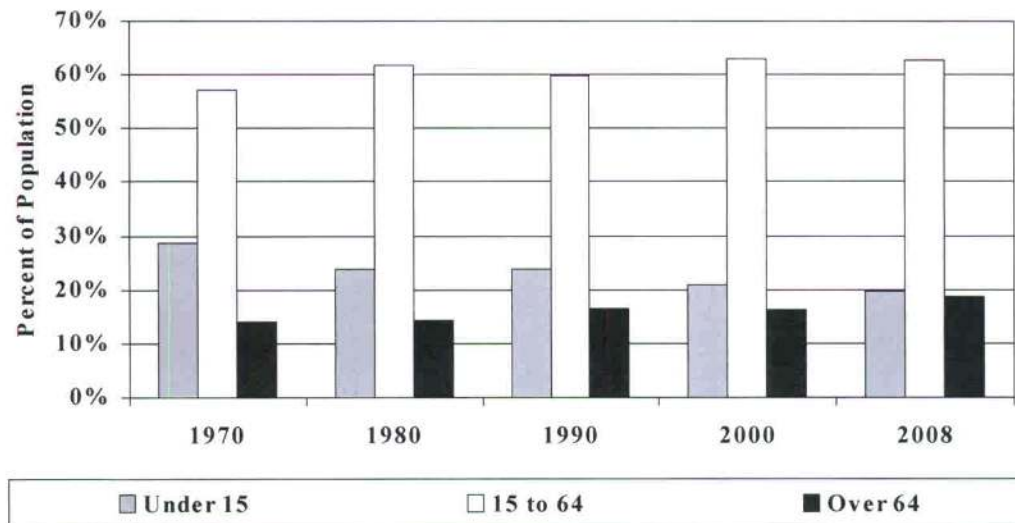
Source: U.S. Census Bureau

Asotin County Demographic Trends

As with other counties in Washington State, Asotin County has seen its population age. The share of the population that was over 64 years of age increased from 14% in 1970 to 19% in 2008. The share of the population that was between 15 and 64 years of age increased from

56% to 63% between 1970 and 2008. The share of the population under 15 years of age declined from 29% in 1970 to 18% in 2008.

Figure 1 – Changing Dynamics in the Age of Asotin County's Population



The median age in Asotin County was 31.1 years in 1970, is currently around 39.2, and is expected to increase to about 40.6 years of age by 2030. This is older than the state as a whole (with a median age of 27.4 in 1970, 36.9 today, and a projected 39.4 by 2030).

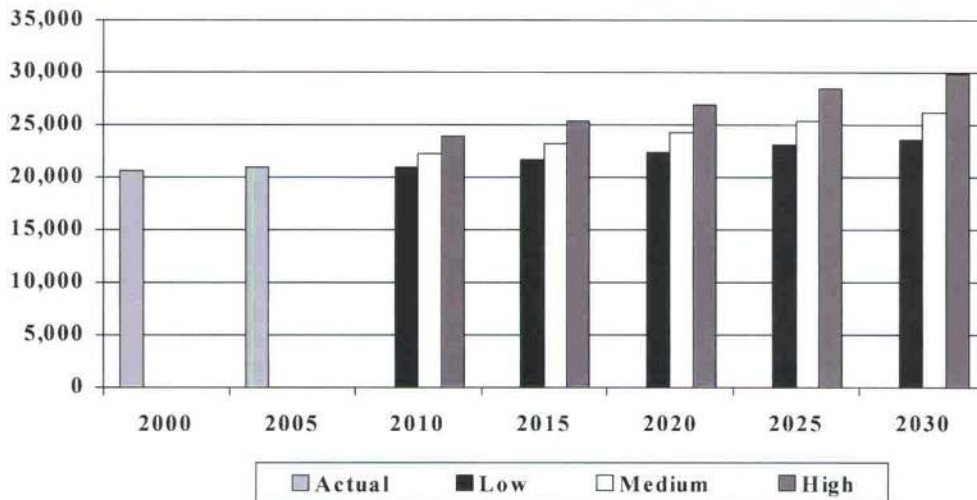
Asotin County Population Forecast

The Washington State Office of Financial Management (OFM) produces long-term population forecasts for all counties, with a range from low to medium to high. The most recent forecast (prepared in 2007) has been used to coordinate Growth Management Act (GMA) planning at the local level.

Asotin County's population is expected to increase from 20,551 persons in 2000 to between 23,601 (low forecast) and 29,867 (high forecast) by the year 2030. This amounts to projected growth of between 0.5% and 1.3% per year.

Under the medium forecast, Asotin County would reach 26,222 persons, with annual growth averaging 0.8% per year, half as fast as in the 1990s. Asotin County represented 0.35% of the state's population in 2000. This share is expected to drop slightly to 0.31% in the projected forecasts from 2000 to 2030. See Figure 2.

Figure 2 – Asotin County Population Forecasts



Area Population Trends & Forecasts

Asotin County is closely tied to Nez Perce County, the Idaho county whose major city Lewiston is just across the river from Clarkston. The most populated areas of the two counties are often referred to as the Lewis-Clark Valley.

Within the valley, the population of Asotin County and neighboring Nez Perce County (Idaho) reached 60,395 in 2008, growing from 57,961 in 2000. This amounted to growth of 0.5% per year. The growth in Nez Perce County (0.5% per year) has been the same as the growth in Asotin County (0.5% per year). See Table 2.

Most of the population (about 85%) in Nez Perce County is located in the incorporated areas. Lewiston, the major city in Nez Perce County, had a population of 31,764 in 2008.

The only long-term population projection available for Nez Perce County comes from Economic Modeling Solutions Inc. (EMSI), which projects the county's population will grow from 38,975 in 2008 to 41,500 in 2018. That's an annual growth rate of 0.6%. EMSI projects that Asotin County's population growth at an annual rate of 0.4% from 21,420 in 2008 to 22,300 in 2018. Together, the counties are projected to grow at an annual rate of 0.5% from 60,396 in 2008 to 63,800 in 2018.

Table 2 – Area Population Trends

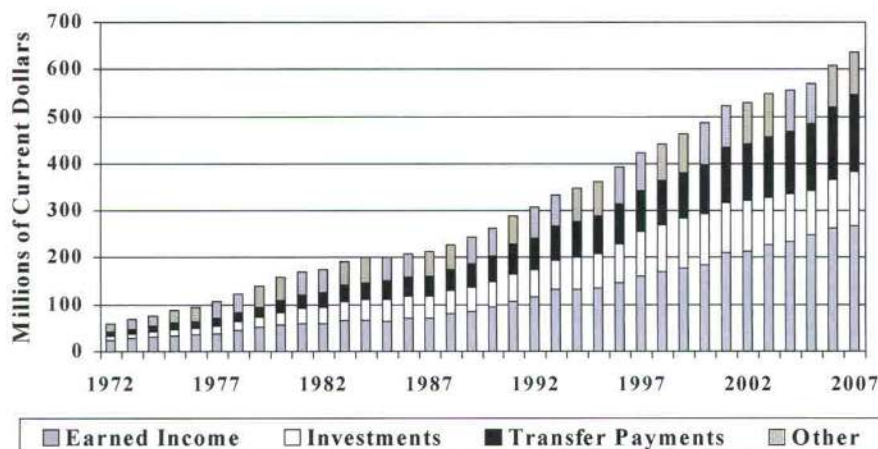
Year	Nez Perce	% Area	Asotin	% Area	Total
2000	37,410	65.8%	20,551	34.2%	57,961
2001	37,006	65.9%	20,470	34.1%	57,476
2002	37,124	66.1%	20,517	33.9%	57,641
2003	37,692	66.1%	20,507	33.9%	58,199
2004	37,792	65.7%	20,798	34.3%	58,590
2005	38,051	65.6%	20,910	34.4%	58,961
2006	38,494	65.1%	21,051	34.9%	59,545
2007	38,820	65.2%	21,085	34.8%	59,905
2008	38,975	64.8%	21,420	35.2%	60,395

Source: U.S. Census Bureau

PERSONAL INCOME BY SOURCE

Personal income is composed of earned income, investment income, and transfer payments. In Asotin County (and in the state as a whole), earned income is declining as a source of personal income. The U.S. Bureau of Economic Analysis accounts for income based upon the place of work as opposed to place of residence. This is critical in Asotin County, where nearly 20% of income is earned by Asotin County residents working outside of the county (primarily in Nez Perce County and to a lesser extent in Whitman County and other Washington counties).

Figure 3 – Asotin County Sources of Income



Earned income in Asotin County is composed of wage and income (65%), other labor (15%) and proprietor's income (19%).

There has been an increase in both investment income and transfer payments as a percentage of total personal income in Asotin County (and in the state as a whole). Transfer payments chiefly consist of retirement, disability, and Medicare benefits; unemployment insurance; income maintenance programs. In Asotin County, retirement, disability, and Medicare benefits is the

primary source of transfer payments, increasing from 65% of all transfer payments in 1970 to 67% in 2007. Unemployment insurance and income maintenance plans went from 20% of all transfer payments in 1970 to 10% in 2007

Part 2: EMPLOYMENT TRENDS

Asotin County Employment Trends

Nonfarm payroll employment in Asotin County more than doubled between 1975 and 2008, growing from 2,153 workers in 1975 to 5,740 in 2008. It grew at a rate of 3.0% per year, which was three times faster than the growth rate of the population.

Asotin County has consistently accounted for 0.2% of nonfarm employment in the state of Washington. It is one of few rural counties, whose employment has kept pace with the growth in the state. Selected trends in employment are described below.

Construction

Construction in Asotin County mainly consists of employees of heavy construction firms (primarily engaged in road building and maintenance) and special trades contractors. Overall, employment in this sector grew 2.3% per year between 2002 and 2008. Construction is very sensitive to business cycles and can change rapidly (up or down) as a consequence. There were 85 firms engaged in construction, up from 79 in 2002. Payroll increased at a 4.1% per year during this period (1.3% when adjusted for inflation). Nez Perce County had 152 construction firms employing about 830 people in 2008.

Table 3 – Asotin County Construction Employment

Industry	Employer Units			Employment			Wages Paid		
	2002	2008	Annual Growth	2002	2008	Annual Growth	2002	2008	Annual Growth
CONSTRUCTION	79	85	1.13%	396	454	2.30%	\$14,667,747	\$18,643,452	4.08%
Construction of Buildings	30	35	2.48%	76	94	3.62%	2,563,287	2,485,466	-0.51%
Heavy & Civil Engineering Cons.	8	8	-1.07%	171	136	-3.71%	7,615,250	8,280,418	1.41%
Specialty Trade Contractors	41	42	0.50%	149	224	6.99%	4,489,210	7,877,568	9.83%

Source: Washington State Employment Security Department

Manufacturing

The manufacturing sector in Asotin County employed 455 workers in 2008, up from 426 in 2002. It grew at an annual growth rate of 1.1%. The largest industries in the sector are transportation equipment, wood products, and furniture including cabinets. In 2008, 33 firms were engaged in manufacturing in Asotin County. They had a payroll of \$15.1 million. See Table 4. Nez Perce County had 47 manufacturers, providing 2,770 jobs, in 2008. The largest manufacturers in Nez

Perce County are Clearwater Paper, a paper and wood products manufacturer that employs about 1,600 people, and ATK, an ammunition maker that employs about 1,100 people.

Table 4 – Asotin County Manufacturing Employment

Industry	Employer Units			Employment			Wages Paid		
	2002	2008	Annual Growth	2002	2008	Annual Growth	2002	2008	Annual Growth
MANUFACTURING	32	33	0.39%	426	455	1.11%	\$12,383,533	\$15,076,226	3.33%
Furniture & Related Manufacturing	6	5	-2.99%	33	36	1.34%	697,764	924,698	4.80%
Other Manufacturing	26	28	1.24%	393	419	1.07%	11,685,769	14,151,528	3.24%

Source: Washington State Employment Security Department

Wholesale Trade, Transportation, Warehousing, & Utilities

The wholesale, transportation, and utilities sectors accounted for 314 jobs in 2008. The sectors' employment grew at a 15.0% rate between 2002 and 2008. In Nez Perce County, there were 104 wholesale, transportation, warehousing, and utilities firms, providing 1,630 jobs in 2008.

Table 5 – Asotin County Wholesale, Transportation, & Utilities Employment

Industry	Employer Units			Employment			Wages Paid		
	2002	2008	Annual Growth	2002	2008	Annual Growth	2002	2008	Annual Growth
WHOLESALE, TRAN & UTILITIES	31	31	0.00%	136	314	14.99%	\$4,579,092	\$12,379,139	18.03%
Wholesale Trade	16	15	-1.07%	61	87	6.16%	2,095,029	3,635,539	9.62%
Merchant Wholesale, Durable Good	8	5	-7.53%	30	40	4.98%	1,018,245	1,327,746	4.52%
Other Wholesalers	8	10	3.79%	31	47	7.25%	1,076,784	2,307,793	13.55%
Transportation & Utilities	15	16	1.08%	75	227	20.27%	2,484,063	8,743,600	23.34%

Source: Washington State Employment Security Department

Retail Trade

Employment in retail trade increased from 661 employees in 2000 to 787 in 2008, growing 3.0% per year. This was six times faster than the growth rate of the population base (0.5%). Wages paid increased from nearly \$14.7 million in 2002 to \$20.5 million in 2008 at a rate of 5.7% per year (2.9% when adjusted for inflation). In September 2009, Wal-Mart opened a supercenter in Clarkston that employs 500 people—280 of whom had worked at the Lewiston Wal-Mart store

that closed the day before the Clarkston supercenter opened. Nez Perce County's 223 retailers provided 2,940 jobs in 2008.

Table 6 – Asotin County Retail Trade Employment

Industry	Employer Units			Employment			Wages Paid		
	2002	2008	Annual Growth	2002	2008	Annual Growth	2002	2008	Annual Growth
RETAIL TRADE	48	52	1.26%	661	787	2.95%	\$14,692,445	\$20,507,603	5.72%
Motor Vehicle & Parts Dealers	9	9	-0.47%	78	82	0.92%	1,600,516	2,256,259	5.89%
Building Material & Garden Supply	6	6	0.00%	58	72	3.71%	1,149,303	1,813,261	7.90%
Food & Beverage Stores	6	8	4.91%	185	207	1.90%	3,541,606	4,105,634	2.49%
Sporting Goods, Book & Music	5	5	0.00%	22	27	3.31%	222,850	407,140	10.57%
Other Retail	22	24	1.46%	318	399	3.84%	8,178,170	11,925,309	6.49%

Source: Washington State Employment Security Department

Financial Activities

Financial activities include banks and other lending institutions, other financial companies, insurance and real estate companies, and companies that rent and lease real property, automobiles, equipment, DVDs, and other items. Financial activities accounted for 178 jobs in 2008, up from 171 jobs in 2002. This represented an increase of 0.7% per year. There were 32 firms engaged in this sector, with a payroll of nearly \$6.4 million. Nez Perce County had 126 financial activities firms, employing 1,520 people in 2008.

Table 7 – Asotin County Financial Activities Employment

Industry	Employer Units			Employment			Wages Paid		
	2002	2008	Annual Growth	2002	2008	Annual Growth	2002	2008	Annual Growth
FINANCIAL ACTIVITIES	42	32	-4.31%	171	178	0.67%	\$5,958,896	\$6,358,583	1.09%
Finance & Insurance	23	17	-4.91%	143	127	-1.97%	5,690,336	5,568,722	-0.36%
Insurance Carriers & Related	12	6	-10.91%	65	49	-4.47%	2,610,114	2,014,947	-4.22%
Other Finance & Insurance	11	11	0.00%	78	78	0.00%	3,080,222	3,553,775	2.41%
Real Estate & Rental & Leasing	24	21	-2.20%	78	83	0.97%	1,543,251	1,587,882	0.48%
Real Estate	19	15	-3.60%	28	51	10.54%	268,560	789,861	19.70%
Rental & Leasing Services	5	6	2.36%	50	32	-7.37%	1,274,691	798,021	-7.51%

Source: Washington State Employment Security Department

Professional & Business Services

Professional and business services include offices of attorneys, accountants, architects, surveyors, management consultants, and technical and scientific consultant; waste management; and janitorial, pest removal, building maintenance, and landscape services. Employment in the professional and business services sector increased from 237 jobs in 2002 to 251 jobs in 2008 at a rate of 1.0% per year. Nez Perce County had 154 professional and business services firms, providing about 1,220 jobs in 2008.

Table 8 – Asotin County Professional & Business Services Employment

Industry	Employer Units			Employment			Wages Paid		
	2002	2008	Annual Growth	2002	2008	Annual Growth	2002	2008	Annual Growth
PROFESSIONAL & BUSINESS	48	49	0.43%	237	251	0.96%	\$4,722,294	\$5,601,771	2.89%
Professional & Technical Services	30	29	-0.42%	164	158	-0.62%	3,260,751	3,175,862	-0.44%
Business Services	18	20	1.77%	73	93	4.12%	1,461,543	2,425,909	8.81%

Source: Washington State Employment Security Department

Health Care & Social Assistance Services

Employment in the private-sector health care and social assistance sector increased marginally from 861 jobs in 2000 to 868 jobs in 2008. The payroll in 2008 was \$26.5 million, growing 5.1% per year (2.3% when adjusted for inflation). Nez Perce County had 140 firms in the health care and social assistance sector, providing about 3,270 jobs in 2008.

Table 10 – Asotin County Health Care & Social Assistance Employment

Industry	Employer Units			Employment			Wages Paid		
	2002	2008	Annual Growth	2002	2008	Annual Growth	2002	2008	Annual Growth
HEALTH & SOCIAL ASSISTANCE	53	51	-0.80%	861	868	0.14%	\$19,677,470	\$26,452,362	5.05%

Source: Washington State Employment Security Department

Leisure & Hospitality Services

Employment in the leisure and hospitality sector—which includes bowling alleys, golf courses, and other amusement venues; motels and private campgrounds; and restaurants and bars—increased 1.2% per year from 699 jobs in 2002 to 749 jobs in 2008. Nez Perce County had 111 leisure and hospitality businesses, employing about 1,870 people in 2008.

Table 11 – Asotin County Leisure & Hospitality Services Employment

Industry	Employer Units			Employment			Wages Paid		
	2002	2008	Annual Growth	2002	2008	Annual Growth	2002	2008	Annual Growth
Leisure & Hospitality	59	55	-1.09%	699	749	1.17%	\$8,192,680	\$10,518,685	4.25%
Arts, Entertainment, & Rec.	13	13	0.32%	166	125	-4.62%	2,244,554	1,959,904	-2.23%
Accommodation	11	9	-2.85%	105	121	2.43%	1,369,214	1,771,223	4.38%
Food Services & Drinking Places	35	33	-1.10%	428	503	2.73%	4,578,912	6,787,558	6.78%

Source: Washington State Employment Security Department

Government

Government employed 1,198 people in 2008, up from 1,073 people in 2002, by growing 1.9% per year. The vast majority of government employees work for local governments; the public schools employ 548, while other local governments employ 453 people. In 2008, the federal government employed 59 people and the State of Washington employed 139. In Nez Perce County, the public sector employed about 3,720 people in 2008.

Table 12 – Asotin County Government Employment

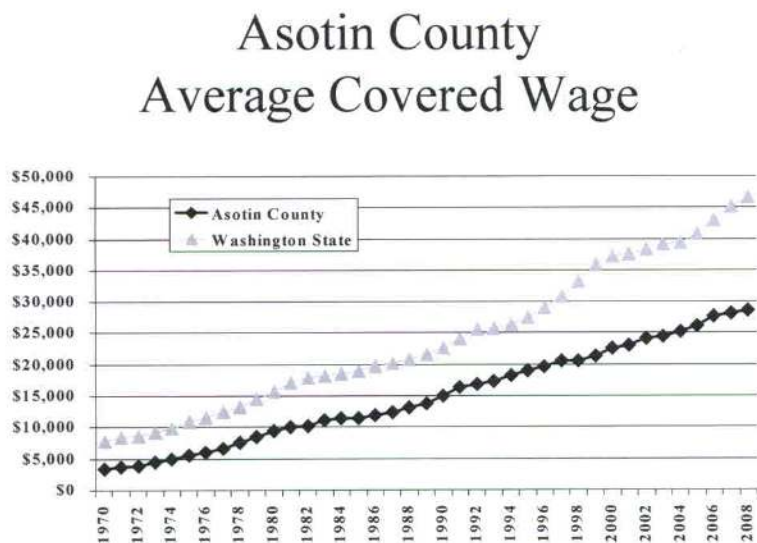
Industry	Employer Units			Employment			Wages Paid		
	2002	2008	Annual Growth	2002	2008	Annual Growth	2002	2008	Annual Growth
GOVERNMENT	37	37	0.11%	1,073	1,198	1.86%	\$30,900,310	\$38,933,720	3.93%
Federal Government	7	6	-1.87%	69	59	-2.67%	2,753,867	2,929,498	1.04%
State Government	17	18	0.96%	139	139	0.00%	3,983,446	5,133,334	4.32%
Local Government	13	13	0.00%	865	1,001	2.46%	24,162,997	30,870,888	4.17%

Source: Washington State Employment Security Department

Comparison of Average Annual Wages

The average annual wage in Asotin County increased from \$3,478 in 1970 to \$28,700 in 2008 at a rate of 5.7% per year. In Washington State, the average wage has increased slower at 4.7% per year. Despite its faster growth, Asotin County had a 2008 annual wage that was only 62% of the state's annual wage. This is partly explained by a higher reliance on seasonal industries—agriculture, construction, and tourism—in Asotin County and a lower cost of living in Asotin County relative to the most populated area of the state.

Figure 4 – Comparison of Average Wages



As shown in Table 11, family-wage jobs tend to be found in industrial sectors—such as construction, manufacturing, transportation and warehousing, and utilities—and a few service-producing sectors—including health care, professional services, financial activities, and government. Other jobs provide relatively low average wages, such as those at food services and drinking places, with an average wage of \$13,490 in 2008. This partially is explained by the seasonality of these jobs and the high ratio of part-time work. Nonetheless, the level of wages could be considered by port commissioners in evaluating between alternative proposed developments.

Table 9 – Average Annual Wages in Asotin County in 2008

Industry	Wage	Industry	Wage
CONSTRUCTION	\$41,072	FINANCIAL ACTIVITIES	\$34,147
Construction of buildings	\$26,418	Credit intermediation & related activities	\$38,975
Heavy & civil engineering construction	\$60,737	Securities, commodity contracts, investments	\$104,937
Specialty trade contractors	\$35,246	Insurance carriers & related activities	\$40,775
		Real estate	\$15,462
MANUFACTURING	\$33,122	Rental & leasing services	\$25,267
Fabricated metal product manufacturing	\$35,076		
Machinery manufacturing	\$30,408	PROFESSIONAL & BUSINESS SERVICES	\$20,891
Transportation equipment manufacturing	\$31,130	Professional & technical services	\$20,100
Furniture & related product manufacturing	\$25,866	Business services	\$22,263
All other manufacturing	\$37,037		
		EDUCATIONAL & HEALTH SERVICES	\$30,242
WHOLESALE TRADE	\$41,628	Educational services	\$8,668
Merchant wholesalers, durable goods	\$33,056	Health care & social assistance	\$30,463
All other wholesale trade	\$48,928		
		LEISURE & HOSPITALITY	\$14,036
RETAIL TRADE	\$26,052	Arts, entertainment, & recreation	\$15,679
Motor vehicle & parts dealers	\$27,376	Accommodation	\$14,608
Building material & garden supply stores	\$25,126	Food services & drinking places	\$13,490
Food & beverage stores	\$19,818		
Health & personal care stores	\$27,428	OTHER SERVICES	\$17,237
Clothing & clothing accessories stores	\$18,084	Repair & maintenance	\$23,184
Sporting goods, hobby, book & music stores	\$15,220	Personal & laundry services	\$23,990
Miscellaneous store retailers	\$19,688	Membership associations & organization	\$19,102
All other retail trade	\$33,040	Private households	\$12,864
TRANSPORTATION & WAREHOUSING	\$40,436	GOVERNMENT	\$32,492
		Federal Government	\$49,935
INFORMATION	\$55,130	State Government	\$36,930
		Local Government	\$30,853

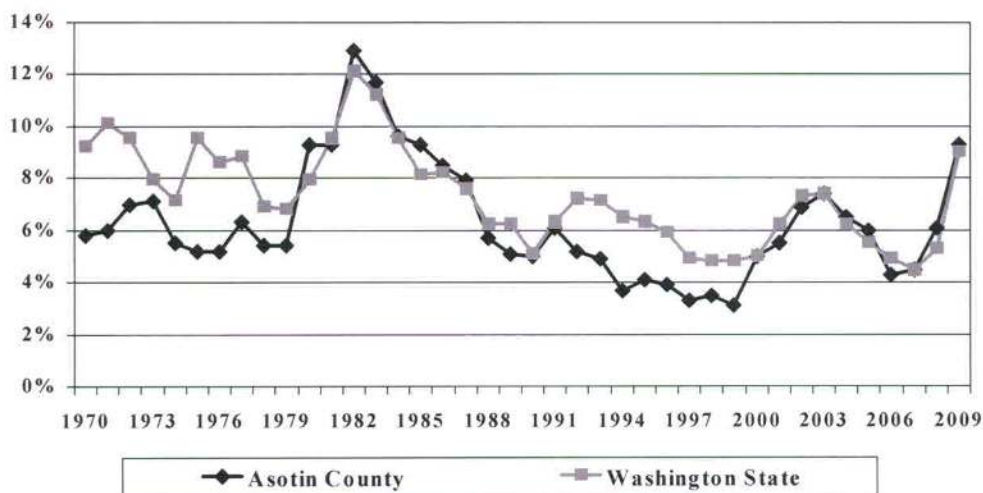
Source: Washington State Employment Security Department

COUNTY UNEMPLOYMENT TRENDS

Asotin County's unemployment rate usually ran lower than the state's unemployment rate throughout the last 40 years. In the 1970s, the unemployment rate in the county averaged 6.1%. It peaked in the early 1980s at 12.9%, reeling from the national recession, which had a substantial impact on resource-based economies. During this difficult stretch, the unemployment rate mirrored that of the state. Unemployment declined rapidly during the remainder of the 1980s and averaged 5.0% from 1990 through 2007. As U.S. economic

conditions slowed, the county's unemployment rate rose from 4.7% in 2007 to 8.6% in 2009. See Figure 9.

Figure 5 – Unemployment Rates



Asotin County Employment Forecast

Current Status

Asotin County's economic base has evolved over the course of the last century from a predominately agricultural one to one with strong trade and services components. In 1975, in what was the death knoll for much of the county's fruit orchards, work was completed on the Lower Granite Dam (near Almota in Garfield County). This was the last of the dams constructed as part of the Lower Snake River Project and the slack water or backwater from the dam eliminated local fruit orchards when property along the riverbank was submerged. However, the project also brought to fruition the Columbia-Snake River transportation system that runs 460 miles between the ports of Clarkston and Lewiston and the Pacific Ocean. This has greatly enhanced commerce in the area.

Over the long run, the county has enjoyed moderate economic growth. The county's payroll employment, for example, grew 162% from 1970 to 2008, while the state's grew 149%. Asotin County's labor force grew nearly as rapidly as the state's between 1970 and 1990, but grew only 11% while the state's grew 37% between 1990 and 2008.

Although the unemployment rate, another key economic indicator, has risen sharply in the last two years, as the national recession took a toll on Asotin County, the county's rate of 8.7%

remained below both Washington State's 9.0% and the nation's 9.3%. The county's unemployment rate has historically been slightly lower than the state's.

A peculiar aspect of the work force figures in Asotin is the vast difference between the number of residents employed and the number of jobs in the county. Labor force statistics, including the number of employed of 10,520 in 2008, are based on place of residence while the nonfarm employment (5,740) is based on place of work. A very large number of Asotin County residents commute to jobs in Lewiston. There are nearly as many Asotin County residents working in Idaho as in Washington.

This odd situation can create some ambiguity in interpreting data. Per capita income, which is adjusted for residence, was \$30,198 in 2007 and ranked 18th among Washington's counties. The average annual wage, which shows the wages earned in Asotin County and therefore does not include wages earned in Idaho, was \$28,177 in 2007 and ranked 35th in the state.

All things considered, the economy in Asotin County has performed fairly well. While there is a scarcity of manufacturing jobs in the county, there are large manufacturing concerns in Lewiston that provide good, family-wage jobs to Asotin County residents. The other major sectors have grown and helped the county's economy grow.

State Employment Forecasts

Asotin County's economic performance will be largely impacted by what happens in the state economies of Washington and Idaho. Employment growth is expected to moderate in both states. Washington Employment Security Department projects that Washington State's nonfarm payroll employment will increase 10.5% from 2.9 million in 2007 to 3.2 million in 2017, after growing 17.7% between 1997 and 2007. The Idaho Department of Labor forecasts that Idaho's nonfarm payroll jobs will grow 20.1% between 2006 and 2016, after growing 30.7% between 1996 and 2006.

Asotin County Employment Forecasts

An economic forecast from Economic Modeling Solutions Inc. projects that employment in Asotin County will add about 570 jobs between 2008 and 2018, growing 1.0% per year—the same rate as Washington Employment Security forecasts the state's nonfarm jobs will grow.

Table 10 – Asotin County Nonfarm Covered Employment Forecast

Sector	2008	2018	Average Annual Growth 2008-2018
TOTAL NONFARM	5,472	6,040	1.0%
Goods-Producing	945	1,020	0.8%
Logging & Mining	36	40	1.1%
Construction	454	450	-0.1%
Manufacturing	455	530	1.5%
Service-Providing	4,527	5,020	1.0%
Wholesale trade	87	130	4.1%
Retail trade	787	860	0.9%
Transportation & Utilities	58	60	0.3%
Financial Activities	210	220	0.5%
Professional & Business Services	258	320	2.2%
Educational & Health Services	877	990	1.2%
Leisure & Hospitality	749	780	0.4%
Other Services & Information	302	310	0.3%
Government	1,198	1,350	1.2%
Federal Government	59	60	0.2%
State Government	139	160	1.4%
Local Government	1,001	1,130	1.2%

Source: Economic Modeling Solutions Inc. (EMSI)

The economy in Asotin County has largely been diversified and is expected to continue to diversify. Much of the potential growth is interwoven with the economic condition of Lewiston. In general, the region has experienced slow but steady growth in recent years. However, there are a few clouds on the horizon.

One of the major external constraints for local economic growth is the possibility of breaching the dams on the Lower Snake River. Lower Granite Dam was completed in 1975, marking the last of the navigable components in Columbia/Snake River system and enabled waterborne commerce to run 460 miles between the Ports of Clarkston and Lewiston and the Pacific Ocean. It represents the furthest inland water route in the United States. In addition to barge traffic, the reservoir behind Lower Granite dam enabled substantial recreational activities to occur including boating, rafting, and cruise ship visits, among other activities. The economy could be significantly affected by decisions about the dams.

If alternative programs to enhance salmon survival (major system improvements that include bypass and collection systems) are successful, then the threat may fade further into the horizon. The beneficial weather climate (Pacific Decadal Oscillation or PDO provides better weather conditions for salmon in the PNW) coupled with other salmon enhancement techniques (improvements to the dams to make them more fish friendly as well as habitat, hatchery and harvest modifications) could improve the chances that dam breaching will not occur.

Appendix C

TRIBUNE PUBLISHING COMPANY, INC

The Lewiston Tribune
505 C St., P.O. Box 957
Lewiston, Idaho 83501
(208) 743-9411

Date:

05/05/2010

INVOICE NO.

16011

Account No.

771500

Description

16011 PORT OF C

Times

1

Lines

29

Tab. lines

\$ 23.20

Sold To: PORT OF CLARKSTON
849 PORT WAY
CLARKSTON WA 99403

PO#

NOTICE: This is a invoice of Purchase made by you. Statement will be rendered the first of the month
Please Retain This Invoice as Your Statement Will Refer to Invoice by No. Only.

AFFIDAVIT OF PUBLICATION

Karen J. Lewis, being duly sworn, deposes and says, I am the Legal Clerk of the Tribune Publishing Company, a corporation organized and existing under and by virtue of the laws of the State of Idaho and under and by virtue of the laws of the State of Washington, publishers of the Lewiston Tribune, a newspaper of general circulation published at Lewiston, Nez Perce County, Idaho; That the said Lewiston Tribune is an established newspaper and has been published regularly and issued regularly at least once a day for more than 105 consecutive years next immediately preceding the first publication of this notice, and has been so published uninterrupted for said period; that the 16011 PORT OF C attached hereto and which is made a part of this affidavit was published in the said Lewiston Tribune,

1 time(s). Publication being on 05/05, or once a **DAY** for 1 consecutive **DAY** the first publication thereof being on the 05/05/2010 and the last publication thereof being on the 05/05/2010 and said 16011 PORT OF C was so published in the regular and entire issue of said newspaper and was not in a supplement thereof and was so published in every issue and number of the said paper, during the period and times of publication as set forth above.

PORT OF CLARKSTON
NOTICE OF PUBLIC HEARINGS

NOTICE IS HEREBY GIVEN, that the Port of Clarkston Commissioners will be holding two public hearings on the Port of Clarkston's Parks and Recreation component to the Comprehensive Plan. The hearings will be held on May 6th and June 9th at 1:05 p.m. during the Port of Clarkston Commission meetings at the Port Office, 849 Port Way, Clarkston WA.

Any person may appear and comment on said proposed Parks and Recreation Plan.

DATED THIS 3rd DAY OF May, 2010.

Wanda Keefer
Port Manager

POSTING DATE

05/17/10

ACCOUNT NUMBER

7817445

APPROVED BY

Wanda 5/18/10

State of Idaho

S.S.

County of Nez Perce

On this _____ day of _____ in the year of _____, before me, a Notary Public, personally appeared Karen J. Lewis, known or identified to me to be the person whose name subscribed to the within instrument, and being by me first duly sworn, declared that the statements therein are true, and acknowledged to me that he executed the same.

Notary Public in and for the State of Idaho,
residing at Lewiston, therein
Commission Expires _____

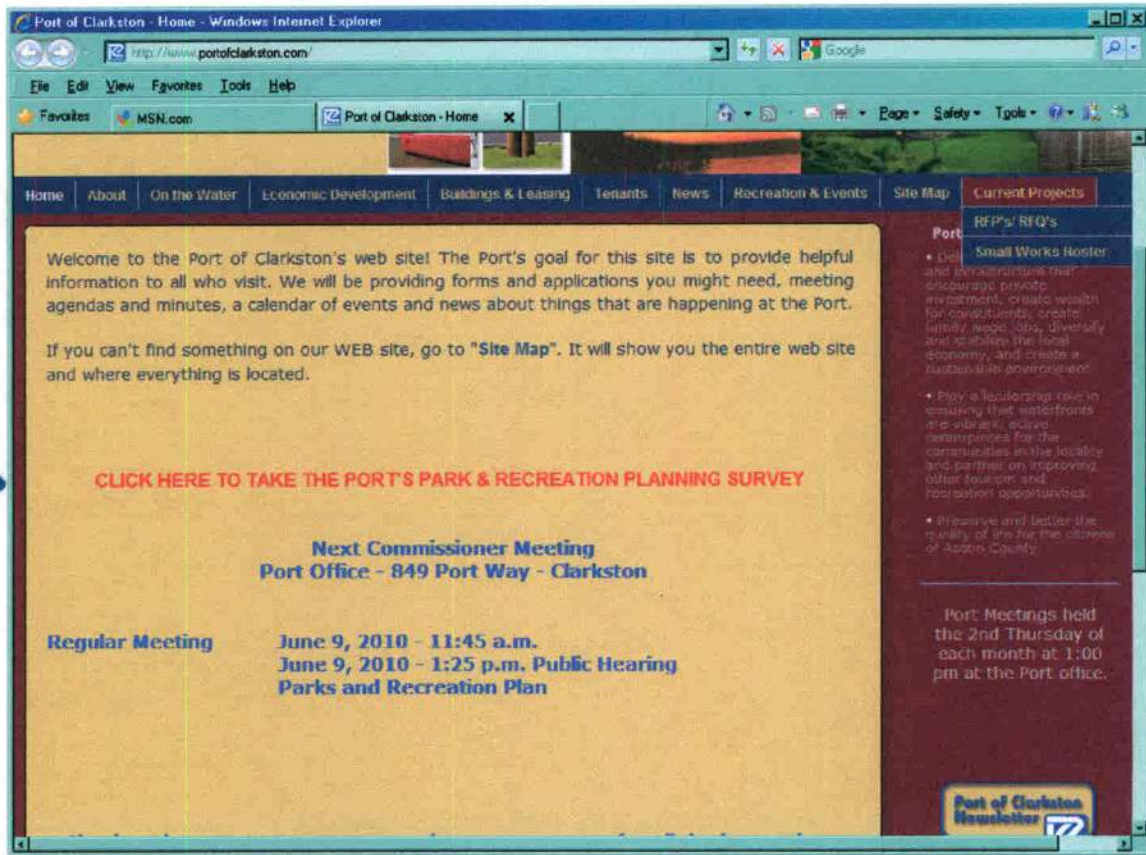
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DATED THIS 3rd DAY OF May, 2010.

Wanda Keefer
Port Manager



PORT OF CLARKSTON
849 Port Way – Clarkston, WA
May 6, 2010 Minutes

PLEDGE OF ALLEGIANCE The Port of Clarkston regular meeting for April 8, 2010 was brought to order by Chairman Davis at the Port of Clarkston office with the Pledge of Allegiance. A quorum was present.

[P] Commissioner Jackson
[P] Commissioner Tippet
[P] Port Auditor/Bookkeeper - Jennifer Bly
[P] ED Assistant – Belinda Campbell

[P] Commissioner Davis
[P] Port Manager – Wanda Keefer
[A] Port Attorney – Bruce Ensley

VISITORS

Jim Dilling – Best Western River Tree Inn



PUBLIC HEARING ON PARKS AND RECREATION PLAN

Public Hearing opened at 1:03 p.m.

Jim Dilling from the Best Western offered comments on the Quality Inn which did not build sidewalks when they built their addition. Mr. Dilling had been forced by the City to install sidewalks at the Best Western on Bridge Street. The Port Manager clarified that the City is not consistently applying their own ordinances, but that the confusion may come from the Port-owned property having been exempt from sidewalk installation in the past. The Port Commissioners agreed that everyone should be treated the same and be required to put in sidewalks. They authorized the Port Manager to write to the City relinquishing any past exemptions for Port-owned property.

Being there were no other public comments, the public hearing was closed at 1:09 pm.

APPROVAL OF MINUTES -- Minutes of the April 8th and April 26th, 2010 Meetings **Motion made by Commissioners Tippet/Jackson approving the minutes of the April 8th and April 26th, 2010 meetings as presented. Motion unanimously carried.**

PUBLIC AGENDA ITEMS None

NEW BUSINESS

1. Motion made by Commissioners Jackson/Tippet approving the Port's Annual Report. Motion unanimously carried.

2. Reduce boundaries of lease at 1390 Fair Street

The Port Manager recommended a change in the lease boundaries for Rousseau Company. The lease rate for Rousseau Company would remain the same, but the Port would resume responsibility for the north part of the parcel until such time it was leased to another party. Combining this parcel with a section currently fenced in on the north boundary property creates a new lot for lease. The

Commissioners approved the reduction of the amount of ground in the Rousseau lease and turning over the maintenance to the Port staff, with the formal paperwork and fence movement to occur when a new tenant is identified.

3. Port Manager's attendance at BARS training and WPPA's Finance and Administrative Seminar June 16-18 at Leavenworth. The Commissioners approved sending the Port Manager to Leavenworth for this training/seminar.

4. Painting 1390 Fair Street Building -- Motion made by Commissioners Jackson/Tippett approving the painting of 1390 Fair Street including gather bids and selection of company and ensure warranty of job due to special metal building. Motion unanimously carried.

5. Economic Development Assistant's attendance at the annual Downtown Revitalization Conference in Port Townsend WA, May 19-21. The Commissioners approved sending Belinda Lierman to this training.

6. 7th Annual Sunfest Show and Shine Gateway Golf Center, June 5, 2010. Approval granted through the local Corps resource manager for this event surprisingly quickly.

RESOLUTIONS: None

RECURRING AGENDA ITEMS:

1. Accounts receivable status report -- In packets
2. Permitting – SunFest, Rockin on the River, NEPA/SEPA on Industrial Park. All are complete.

OLD BUSINESS

1. A request for **extension on CERB grant and loan** for Phase I of the sustainable business park is on the agenda for May 20th meeting.

2. The **RCO Grant Request** for \$135,000 was submitted Monday, May 3. Previously, Commissioners had expressed interest in solar lighting for the lights. The staff found that local experts do not recommend solar lighting until further refinements are made (comparison to original transistor radios). Adding sidewalks on the south side of the park was included in the grant request.

3. **Report on Recreational Boat Dock construction.** Things going very well. John Pearson finalized retaining wall construction last Friday. We are now working on filling in with dirt and cutting off piles and doing prep work for handrails. We will be going out for bids on the concrete pathway, sidewalks and parking lot in three weeks.

4. Selection of welder from Small Works Roster to assist with pathway piles and weld on the attachments for the caps that go on the handrails. Only two welders on the Small Works Roster would do work on-site. The one with the best pricing was A+ Welding. **The Port Commissioners approved the selection of A+ Welding from the Small Works Roster.**

5. The Port Manager provided the Commissioners with a design **plan for new sidewalks on Port Way** to be included as an ad-on to the park construction project. Costs will be covered under the Port's sidewalk improvement program and will **NOT** be included in the existing RCO grant. The cost is estimated at \$50,000. The Port Manager recommended decreasing the size of the 60' street by

placing sidewalks within the streets. The Commissioners approved placement of sidewalks on the street-side of the existing curbs and not increase impervious surfaces. Commissioner Davis agreed that he would be okay with this as long as it is one smooth line and does not jog in and out. The Port Manager said that temporarily there would be a jog, but if the grant request we are making is approved, that will disappear in 2011.

6. Report on business/industrial park:

- a. Update on traffic & marketing studies

The Port Manager had provided to the Commissioners an electronic copy of the draft traffic study which is currently being reviewed by WSDOT. **Motion made by Commissioners Jackson/Tippett to approve the no cost extension to the contract with ITS. Motion carried.**

- b. Miscellaneous

- A grant request to EDA for approximately \$1.7 million is in the works for construction of Phase II of the sustainable park. Letters of support are coming in which will be attached to the application.
- RFQ soon to go out for consultant services for water and sewer lines.
- The Port staff is signed up for a one and a half hour teleconference on covenants, conditions and restrictions (CC&Rs) scheduled for May 25. Commissioners are welcome to sit in on this training.

7. The Port Manager discussed the progress on the **Port's Parks and Recreation Plan**, with assistance from the Planning and Architectural Committee. She provided the charts and information from Survey Monkey responses and encouraged Commissioners to read the comments. We are on track in accordance with our original timeline, with a final plan to be presented June 9 to the Commissioners for approval.

COMMISSIONER REPORTS -- None

MANAGER'S REPORT

1. A copy of Wanda's calendar was provided her calendar to the Commissioners. She reported that she had nominated Basalt Cellars winery as a winery affiliated with a Port for wine tasting at this years WPPA meeting, and that nomination was accepted. She will assist in delivery of the wine.

2. The Port will have a booth at Alive After Five tonight and Wanda will have people complete the parks and recreation survey.

3. Cable One will be installing cable down here next week, and it will be available for the Port use.

4. IPNG still in the working stages of the litigation on the dams. There will be an IPNG meeting during the mid-year PNWA meeting, and in addition to Commissioners Davis' in-person participation, the Port Manager will see if she and the other Commissioners can participate via telephone conference.

APPROVAL OF VOUCHERS FOR PAYMENT

Type of Check	Check Numbers	Date	Amount
Expenditure Checks	13747-13748	04/13/10	\$ 2,254.00
Payroll Checks	13749-13760	04/15/10	\$11,704.96
Expenditure Checks	13761-13774	04/26/10	\$48,640.67
Payroll Checks	13775-13787	04/30/10	\$13,135.65
Expenditure Checks	13788-13827	05/06/10	\$43,117.66

Minutes May 6, 2010 Meeting

-3-

**Motion made by Commissioners Tippet/Jackson to approve the vouchers as presented.
Motion carried.**

At 2:30 p.m., the Commissioners recessed for a period of 5 minutes.

EXECUTIVE SESSION The Commission Chair called for an executive session at 2:35 p.m. for a period of 35 minutes to discuss the following:

Property Acquisition	10 Minutes
Lease Negotiations	8 Minutes
Litigation	10 Minutes
Property Relinquishment/Surplus	10 Minutes

The Commissioner requested an additional 15 minutes at 3:10 pm. At 3:25 p.m., the executive session closed and the regular meeting convened with the following items as a wrap-up from the executive session. No decisions were made.

NEXT MEETING: June 9, 2010 (rescheduled from June 10th at Commissioner Davis' request)

ADJOURNMENT

**Motion made by Commissioners Tippet/Jackson to adjourn the meeting at 3:35 p.m.
Motion carried.**

Marvin Jackson-Secretary



PORT OF CLARKSTON
849 Port Way – Clarkston, WA
June 9, 2010 – 11:45 a.m.
AGENDA -- REGULAR MEETING – REVISED DATE & TIME

11:45 A.m. PLEDGE OF ALLEGIANCE
ROLL CALL

- | | |
|---|---|
| <input type="checkbox"/> Commissioner Jackson | <input type="checkbox"/> Commissioner Davis |
| <input type="checkbox"/> Commissioner Tippet | <input type="checkbox"/> Port Manager – Wanda Keefer |
| <input type="checkbox"/> Port Auditor/Bookkeeper - Jennifer Bly | <input type="checkbox"/> Port Attorney – Bruce Ensley |
| <input type="checkbox"/> ED Assistant – Belinda Campbell | |

11:48 RECESS MEETING TO ATTEND CHAMBER LUNCHEON WITH SENATOR SCHOESLER AT THE QUALITY INN

1:15 RECONVENE MEETING AT PORT OFFICE

1:17 APPROVAL OF MINUTES -- Minutes of the May 6th and June 1st Meetings

→ **1:20 p.m. PUBLIC HEARING ON PARKS AND RECREATION PLAN** – Seeking Community Input on Final Draft (view draft at www.portofclarkston.com)

1:25 p.m. PUBLIC AGENDA ITEMS -- Speakers are requested to limit their time to 3 minutes and to address non-agenda topics. (They may weigh in on agenda topics during that portion of the meeting.)

1:28 p.m. NEW BUSINESS

1. Riverport Building Expansion—Pete Broyles
2. Approve consultant selection for design and construction oversight of water and sewer lines for connection to sustainable business park (and approve contract if ready)
3. Award painting contract for building at 1390 Fair Street
4. WPPA Port Commissioner seminar – Leavenworth, July 25-27
5. Approval for Port Manager to Attend the WPPA Annual Port Directors Meeting in Kennewick -- July 15th & 16th
6. Approval for Port Auditor and Manager to both attend the annual WFOA Conf. in Vancouver WA -- September 15--17
7. Reimburse Port Manager for travel expenditures to attend June 1 Special meeting

1:50 p.m. RESOLUTIONS:

2010-06 Resolution Adopting the Port of Clarkston's Parks and Recreation Plan

Agenda items are subject to change.

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PNWA = Pacific Northwest Waterways Assoc.	WPPA = Washington Public Ports Assoc.
IPNG = Inland Ports Navigation Group	MPO = Metropolitan Planning Organization

APPENDIX C – Evidence of Public Input Opportunity

1:55 p.m. RECURRING AGENDA ITEMS:

1. Accounts receivable status report -- In packets
2. Permitting activities -- depending on feedback on RCO practice presentation 6-14, may need to begin permitting for lighting to extend along pathway to Corps office

2:10 p.m. OLD BUSINESS

1. Traffic study for new sustainable business park
2. EDA grant submitted for Phase II of industrial park
3. SBA paperwork submitted to retrieve Direct Congressional appropriation
4. Approval of text for newsletter

COMMISSIONER REPORTS

2:20 p.m. Commissioner Jackson

2:25 p.m. Commissioner Davis

2:30 p.m. Commissioner Tippet

2:35 p.m. MANAGER'S REPORT

1. Calendar
2. Cable installation to Port Property— completed
3. Application for Conditional No Exposure Certificate to DOE—completed 5/18/2010
4. Sidewalk letter to City expanded to clarify position on signs as well

2:55 p.m. APPROVAL OF VOUCHERS FOR PAYMENT

Type of Check	Check Numbers	Date	Amount
Expenditure Checks	13891-138XX	06/09/2010	\$_____

3:00 p.m. EXECUTIVE SESSION

Lease Negotiations	8 minutes
Potential Litigation	10 minutes

3:18 p.m. REGULAR MEETING CONVENES -- EXECUTIVE SESSION WRAP-UP**3:20 p.m. NEXT REGULAR MEETING: July 8, 2010****3:20 p.m. ADJOURNMENT**

Agenda items are subject to change.

PNWA = Pacific Northwest Waterways Assoc.
IPNG = Inland Ports Navigation Group

WPPA = Washington Public Ports Assoc.
MPO=Metropolitan Planning Organization